

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

17 DEC 2009 to 14 JAN 2010

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
ANKENY, IA		CEDAR RAPIDS, IA	
ANKENY RGNL	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 36	THE EASTERN IOWA	ILS or LOC Rwy 9 ¹ ILS or LOC Rwy 27 ¹ RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 VOR Rwy 27
NA when local weather not available.		NA when local weather not available.	
ATLANTIC, IA		1NA when control tower closed.	
ATLANTIC MUNI	RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20	CHARITON, IA	
Category D, 800-2 $\frac{1}{2}$. NA when local weather not available.		CHARITON MUNI	RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 17
BRANSON, MO		NA when local weather not available.	
BRANSON	RNAV (GPS) Rwy 14 ¹ RNAV (GPS) Rwy 32 ²	CHARLES CITY, IA	
NA when local weather not available. ¹ Category C, 800-2 $\frac{1}{4}$; Category D, 800-2 $\frac{1}{2}$. ² Category D, 800-2 $\frac{1}{4}$.		NORTHEAST	
BURLINGTON, IA		IOWA RGNL	LOC Rwy 12 NDB Rwy 12 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30
SOUTHEAST IOWA		NA when local weather not available.	
RGNL	ILS or LOC Rwy 36 ¹ RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 36 VOR/DME Rwy 12 VOR Rwy 30	CHEROKEE, IA	
NA when local weather not available. ¹ ILS, LOC, Category D, 800-2 $\frac{1}{4}$.		CHEROKEE	
CAPE GIRARDEAU, MO		COUNTY RGNL	RNAV (GPS) Y Rwy 36 RNAV (GPS) Z Rwy 36 ¹
CAPE GIRARDEAU		NA when local weather not available. ¹ Categories A, B, 800-2 $\frac{1}{4}$.	
RGNL	ILS or LOC Rwy 10 ¹² LOC/DME BC Rwy 28 ¹ RNAV (GPS) Rwy 10 ¹ RNAV (GPS) Rwy 28 ¹³	CLINTON, IA	
1NA when local weather not available. ² ILS, LOC, Categories A, B, 1000-2; Categories C, D, 1000-3. ³ Categories A,B,C,D, 900-2 $\frac{1}{4}$.		CLINTON MUNI	RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR Rwy 3
		NA when local weather not available.	
COLUMBIA, MO		COLUMBIA, MO	
		COLUMBIA RGNL	ILS or LOC/DME Rwy 2 ¹ LOC/DME BC Rwy 20 ¹ VOR Rwy 13 ²
		1NA when local weather not available. ² Categories A,B, 1000-2; Categories C,D, 1000-3.	



ALTERNATE MINS

E2



NAME	ALTERNATE MINIMUMS
COUNCIL BLUFFS, IA	
COUNCIL	
BLUFFS MUNI	RNAV (GPS) Rwy 14
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
	VOR-A

NA when local weather not available.

CRESTON, IA

CRESTON MUNI	RNAV (GPS) Rwy 16
	RNAV (GPS) Rwy 34

NA when local weather not available.

DAVENPORT, IA

DAVENPORT MUNI	RNAV (GPS) Rwy 3
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 21
	RNAV (GPS) Rwy 33
	VOR Rwy 3
	VOR Rwy 21

NA when local weather not available.

DECORAH, IA

DECORAH MUNI	RNAV (GPS) Rwy 29
	NA when local weather not available.

DES MOINES, IA

DES MOINES INTL	ILS or LOC Rwy 5 ¹
	ILS or LOC Rwy 13 ¹
	ILS or LOC Rwy 31 ¹
	RNAV (GPS) Rwy 5 ²
	RNAV (GPS) Rwy 13 ²
	RNAV (GPS) Rwy 31 ²
	VOR/DME Rwy 23 ³

¹Category E, 900-2½.

²NA when local weather not available.

³Category C, 800-2½; Category D, 800-2½.

DUBUQUE, IA

DUBUQUE RGNL	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31
	RNAV (GPS) Rwy 36
	VOR Rwy 13 ¹
	VOR Rwy 31 ¹
	VOR Rwy 36

NA when local weather not available.

¹Category D, 800-2½.

ESTHERVILLE, IA

ESTHERVILLE MUNI	RNAV (GPS) Rwy 16
	RNAV (GPS) Rwy 34

NA when local weather not available.

FAIRFIELD, IA

FAIRFIELD MUNI	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
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FORT DODGE, IA

FORT DODGE RGNL	RNAV (GPS) Rwy 6
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 24
	RNAV (GPS) Rwy 30
	VOR Rwy 12
	VOR/DME Rwy 30

NA when local weather not available.

FORT LEONARD WOOD, MO

WAYNESVILLE-ST. ROBERT RGNL	
FORNEY FIELD	ILS or LOC Rwy 14 ¹²
	NDB Rwy 32 ¹
	RNAV (GPS) Rwy 14 ²
	RNAV (GPS) Rwy 32 ²
	VOR Rwy 14 ¹
	VOR Rwy 32 ¹

¹NA when control tower closed.

²NA when local weather not available.

GRINNELL, IA

GRINNELL RGNL	NDB Rwy 13
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31
	VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO

LAWRENCE	
SMITH MEMORIAL	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35

NA when local weather not available.

IOWA CITY, IA

IOWA CITY MUNI	RNAV (GPS) Rwy 25
	RNAV (GPS) Rwy 30
	VOR-A

NA when local weather not available.

IOWA FALLS, IA

IOWA FALLS MUNI	RNAV (GPS) Rwy 31
	NA when local weather not available.

JEFFERSON CITY, MO

JEFFERSON CITY	
MEMORIAL	ILS or LOC Rwy 30 ¹²³
	NDB Rwy 12 ¹⁴
	RNAV (GPS) Rwy 12 ³⁵
	RNAV (GPS) Rwy 30 ³⁵

¹NA when control tower closed.

²ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 800-2½.

⁵Category C, 800-2½; Category D, 800-2½.



ALTERNATE MINS

E3

17 DEC 2009 to 14 JAN 2010

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
JOPLIN, MO		MASON CITY, IA	
JOPLIN RGNL	ILS or LOC/DME Rwy 18 ILS or LOC/NDB Rwy 13	MASON CITY MUNI	RNAV (GPS) Rwy 18 NA when local weather not available.
NA when control tower closed.			
KAISER/LAKE OZARK, MO		MUSCATINE, IA	
LEE C. FINE MEMORIAL ...	RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR Rwy 3	MUSCATINE MUNI	ILS or LOC Rwy 24 ¹ RNAV (GPS) Rwy 6 ²³ RNAV (GPS) Rwy 24 ² VOR Rwy 6 ⁴
NA when local weather not available.			1ILS, Categories B,C,D, 700-2. 2NA when local weather not available. 3Categories A, B, C, D, 800-2½. 4Category C, 800-2½; Category D, 800-2½.
KANSAS CITY, MO		NEWTON, IA	
CHARLES B. WHEELER		NEWTON MUNI	RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32
DOWNTOWN	ILS or LOC Rwy 3 ¹ ILS or LOC Rwy 19 ² NDB Rwy 19 ³ RNAV (GPS) Rwy 3 ⁴ RNAV (GPS) Rwy 21 ⁵ VOR Rwy 19 VOR Rwy 21 ⁵	NA when local weather not available.	
NA when local weather not available.		OSKALOOSA, IA	
1ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3. 2ILS, 700-2. 3Category D, 800-2½. 4Categories A,B, 1000-1½; Category C, 1000-2½; Category D, 1000-3. 5Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2½.		OSKALOOSA MUNI	RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31
		NA when local weather not available.	
KEOKUK, IA		OTTUMWA, IA	
KEOKUK MUNI	NDB Rwy 14 NDB Rwy 26 RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 26 RNAV (GPS) Rwy 32	OTTUMWA RGNL	RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 VOR/DME Rwy 13 VOR Rwy 31
NA when local weather not available.		NA when local weather not available.	
KIRKSVILLE, MO		PELLA, IA	
KIRKSVILLE		PELLA MUNI	RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34
RGNL	ILS or LOC/DME Rwy 36 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR-A VOR/DME-B	NA when local weather not available.	
NA when local weather not available.		POPLAR BLUFF, MO	
		POPLAR BLUFF MUNI	RNAV (GPS) Rwy 18 ¹ RNAV (GPS) Rwy 36 ¹ SDF Rwy 36 ²
1NA when local weather not available. 2NA except for operators with approved weather reporting service.			
LE MARS, IA		RED OAK, IA	
LE MARS MUNI	VOR/DME or GPS Rwy 36	RED OAK MUNI	RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 17
Categories A,B, 900-2.		NA when local weather not available.	
LEE'S SUMMIT, MO		ST. CHARLES, MO	
LEE'S SUMMIT MUNI	RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 29 RNAV (GPS) Rwy 36	ST CHARLES COUNTY	
NA when local weather not available.		SMARTT	RNAV (GPS) Rwy 18 VOR Rwy 18
		NA when local weather not available.	



ALTERNATE MINS

E4



NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
ST. JOSEPH, MO		SIOUX CITY, IA	
ROSECRANS		SIOUX GATEWAY/COLONEL	
MEMORIAL	ILS or LOC Rwy 35 ¹² LOC BC Rwy 17 ¹³ RADAR-1 ⁴ VOR or TACAN Rwy 17 ⁵	BUD DAY FIELD	ILS or LOC Rwy 13 ¹³ NDB Rwy 35 ⁴ RNAV (GPS) Rwy 13 ²⁵ RNAV (GPS) Rwy 17 ² RNAV (GPS) Rwy 31 ²⁵ VOR/DME or TACAN Rwy 13 ²⁵ VOR or TACAN Rwy 31 ²⁵
'NA when control tower closed.		'NA when control tower closed.	
² ILS, Category D, 700-2½; Category E, 1000-3.		² NA when local weather not available.	
LOC, Category D, 800-2½; Category E, 1000-3.		³ ILS, LOC, Category E, 1000-3.	
³ Category D, 800-2½.		⁴ Categories A,B, 900-2; Category C, 900-2½.	
⁴ PAR, Category D, 700-2½; Category E, 1000-3.		⁵ Category D, 900-2½.	
⁵ Category D, 800-2½; Category E, 1000-3.		⁵ Category E, 1000-3.	
ST. LOUIS, MO		SPENCER, IA	
LAMBERT-		SPENCER MUNI	VOR or GPS Rwy 12 VOR Rwy 30
ST. LOUIS INTL	RNAV (GPS) Rwy 11 Category E, 800-2.	Category D, 800-2½.	
SPIRIT OF ST. LOUIS	ILS or LOC Rwy 8R¹³ ILS or LOC Rwy 26L²⁴ RNAV (GPS) Rwy 8L¹ RNAV (GPS) Rwy 8R¹⁵ RNAV (GPS) Rwy 26L¹⁵ RNAV (GPS) Rwy 26R¹		
'NA when local weather not available.			
² NA when control tower closed.			
³ ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, NA.			
⁴ ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.			
⁵ Category D, 800-2½.			
SHELDON, IA		SPRINGFIELD, MO	
SHELDON MUNI	NDB Rwy 4 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 15 ¹ RNAV (GPS) Rwy 33 ¹	SPRINGFIELD-BRANSON	RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 20 ¹ VOR/DME or TACAN Rwy 2 ² VOR or TACAN Rwy 20 ²
NA when local weather not available.		'NA when local weather not available.	
¹ Category D, 800-2½.		² Category E, 800-2½.	
SHENANDOAH, IA		STORM LAKE, IA	
SHENANDOAH MUNI	RNAV (GPS) Rwy 4 NDB Rwy 4	STORM LAKE MUNI	NDB Rwy 17 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35
NA when local weather not available.		NA when local weather not available.	
¹ Category D, 800-2½.			
WEST PLAINS, MO		WASHINGTON, MO	
NA when local weather not available.		WASHINGTON RGNL	RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33 VOR-A
		Category C, 800-2½.	
		NA when local weather not available.	
WATERLOO, IA		WATERLOO, IA	
NA when local weather not available.		WATERLOO RGNL	ILS or LOC Rwy 12 ¹ LOC BC Rwy 30 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 VOR Rwy 12 VOR/DME Rwy 30
¹ ILS, Category D, 700-2.		NA when local weather not available.	

INSTRUMENT APPROACH PROCEDURE CHARTS

T IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS	NAME	TAKE-OFF MINIMUMS
ALBIA, IA		ATLANTIC, IA	
ALBIA MUNI		ATLANTIC MUNI (AIO)	
TAKE-OFF MINIMUMS: Rwys 13, 31, 300-1.		AMDT 6A 09155 (FAA)	
DEPARTURE PROCEDURE: Rwy 31 , climb runway heading to 2000 before turning.		TAKE-OFF MINIMUMS: Rwy 2 , 300-1½ or std. w/ min. climb of 208' per NM to 1400. Rwy 12 , 400-2½ or std. w/ min. climb of 321' per NM to 1700.	
ALGONA, IA		DEPARTURE PROCEDURE: Rwy 12 , climb heading 119° to 1700 before proceeding on course. Rwy 20 , climb heading 198° to 2300 before proceeding on course. Rwy 30 , climb heading 299° to 1900 before proceeding on course.	
ALGONA MUNI		NOTE: Rwy 2 , terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. Rwy 12 , terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. Rwy 20 , terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. Rwy 30 , terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.	
AMES, IA			
AMES MUNI			
DEPARTURE PROCEDURE: Rwys 1, 13, 31 , climb runway heading to 4000 before turning. Rwy 19 , leftturn, climb heading 130° to 4000 before turning.			
ANKENY, IA			
ANKENY RGNL			
DEPARTURE PROCEDURE: Rwy 18 , climb heading 150° to 2100 before turning on course. Rwy 36 , climb heading 040° to 3000 before turning on course.			

AUDUBON, IA

AUDUBON COUNTY

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.**AURORA, MO**

JERRY SUMNERS SR. AURORA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 400' per NM to 1600.**BELLE PLAINE, IA**

BELLE PLAINE MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.**BLOOMFIELD, IA**

BLOOMFIELD MUNI (4K6)

ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.NOTE: **Rwy 18**, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.**BOLIVAR, MO**

BOLIVAR MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. w/ min. climb of 252' per NM to 1400.NOTE: **Rwy 18**, east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36**, transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.**BOONE, IA**

BOONE MUNI (BNW)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.NOTE: **Rwy 15**, tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33**, tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.**BOONVILLE, MO**

JESSE VIERTEL MEMORIAL

NOTE: **Rwy 18**, multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL.

Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL.

Rwy 36, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.**BOWLING GREEN, MO**

BOWLING GREEN MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**BRANSON, MO**

BRANSON (BBG)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 323° to 2000 before turning left.NOTE: **Rwy 14**, numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL.**Rwy 32**, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.**BROOKFIELD, MO**

NORTH CENTRAL MISSOURI RGNL (MO8)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1300 before turning East.NOTE: **Rwy 18**, tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL.**Rwy 36**, numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.**BURLINGTON, IA**

SOUTHEAST IOWA RGNL

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.DEPARTURE PROCEDURE: **Rwys 30, 36**, climb runway heading to 1500 before turning.**CABOOL, MO**

CABOOL MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.**CAMDENTON, MO**

CAMDENTON MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 15, 33**, 300-1.

CAPE GIRARDEAU, MO**CAPE GIRARDEAU RGNL**

TAKE-OFF MINIMUMS: **Rwys 10, 20**, 200-1 or std. with a min. climb rate of 220' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course.

CARROLL, IA**ARTHUR N. NEU**

TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31**, 300-1.

CARUTHERSVILLE, MO**CARUTHERSVILLE MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2 or std. with a min. climb of 250' per NM to 600.

NOTE: **Rwy 36**, tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CEDAR RAPIDS, IA**THE EASTERN IOWA**

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1300 before turning left.

CHARITON, IA**CHARITON MUNI (CNC)****ORIG 09351 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17**, hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35**, vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA**NORTHEAST IOWA RGNL (CCY)****ORIG 09015 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30**, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA**CHEROKEE COUNTY RGNL (CKP)****AMDT 3 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-environmental. **Rwy 36**, 300-1½ or std. w/min. climb of 373' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 1700 before proceeding on course. **Rwy 36**, climb heading 358° to 1900 before proceeding on course.

NOTE: **Rwy 18**, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36**, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

CHILlicothe, MO**CHILlicothe MUNI (CHT)****ORIG 09183 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.

NOTE: **Rwy 14**, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32**, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/888' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA**SCHENCK FIELD**

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1. **Rwy 31**, 700-2.

DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31**, climb runway heading to 1700 before turning.

CLARIon, IA**CLARIon MUNI**

TAKE-OFF MINIMUMS: **Rwys 8, 14**, 300-1.

CLINTON, IA

CLINTON MUNI (CWI)
ORIG 09015 (FAA)

NOTE: **Rwy 3**, obstruction light on DME 388' from departure end of runway, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14**, tree 4799' from departure end of runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway, 36' left of centerline, 11' AGL/700' MSL. **Rwy 21**, tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL. **Rwy 32**, antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL. Trees beginning 1303' from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline, 15' AGL/716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL. Vehicle on road 1281' from departure end of runway, 554' right of centerline, 15' AGL/734' MSL. Fence beginning 170' from departure end of runway, 101' right of centerline up to 8' AGL/707' MSL.

COLUMBIA, MO

COLUMBIA RGNL

TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA

CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)

NOTE: **Rwy 18**, road w/vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329 MSL. **Rwy 36**, trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA

COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA- Runway under construction.

NOTE: **Rwy 36**, trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA

ELLEN CHURCH FIELD

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1700 before turning.

CRESTON, IA

CRESTON MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 16**, multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34**, terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO

CUBA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA

DAVENPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 21**, climb runway heading to 3000 before turning left.

DECORAH, IA

DECORAH MUNI (DEH)

AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading 294° to 1600 before turning left.

NOTE: **Rwy 11**, terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29**, terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA

DENISON MUNI (DNS)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36**, NA- Environmental.

NOTE: **Rwy 12**, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES, IA**DES MOINES INTL**

NOTE: **Rwy 5**, tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567' right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13**, tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31**, tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO**DEXTER MUNI (DXE)**

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/min. climb of 251' per NM to 1100 or 900-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 36**, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA**DUBUQUE RGNL**

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1½ or std. w/min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13**, multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18**, elevator 3457' from departure end of runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31**, tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA**EAGLE GROVE MUNI**TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.**EMMETSBURG, IA****EMMETSBURG MUNI**TAKE-OFF MINIMUMS: **Rwys 4, 35**, 300-1.**EXCELSIOR SPRINGS, MO****EXCELSIOR SPRINGS MEMORIAL**

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA**FAIRFIELD MUNI**TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-environmental**FARMINGTON, MO****FARMINGTON RGNL**

DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS, MO**FESTUS MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA**FOREST CITY MUNI**TAKE-OFF MINIMUMS: **Rwys 9, 33**, 300-1.

FORT DODGE, IA

FORT DODGE RGNL (FOD)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, Climb heading 243° to 1700 before turning south.

NOTE: **Rwy 6**, trees beginning 106' from DER, 284' left of centerline, up to 16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12**, pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 190' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24**, sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30**, trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FREDERICKTOWN, MO

FREDERICKTOWN RGNL

TAKE-OFF MINIMUMS: **Rwys 1, 19, 400-2 or std.** with a min. climb of 275' per NM to 1300.**FULTON, MO**

ELTON HENSLEY MEMORIAL (FTT)

AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, Climb heading 001° to 1400 before turning right.

NOTE: **Rwy 18**, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36**, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA

GRINNELL RGNL (GGI)

AMDT 1 08157 (FAA)

NOTE: **Rwy 13**, road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31**, tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

HAMPTON, IA

HAMPTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17, 400-1. Rwy 35, 300-1.****HANNIBAL, MO**

HANNIBAL RGNL (HAE)

ORIG 09127 (FAA)

NOTE: **Rwy 17**, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA

HARLAN MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33, 300-1.****HARRISONVILLE, MO**

LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 1/4 or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17**, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35**, Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI

NOTE: **Rwy 16**, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34**, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA

INDEPENDENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, IFR take-off NA.DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 4000 before turning.**IOWA CITY, IA**

IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 200-1½ or std. w/min. climb of 269' per NM to 900. **Rwy 30**, 300-2 or std. w/min. climb of 374' per NM to 1100.DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7**, multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12**, multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25**, tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30**, Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)

ORIG 09071 (FAA)

NOTE: **Rwy 13**, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2.**JEFFERSON CITY, MO**

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1½. **Rwy 27**, 300-1½ or std. w/min. climb of 337' per NM to 900.DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1200 before proceeding on course. **Rwy 12**, climb heading 120° to 1100 before proceeding on course. **Rwy 27**, climb heading 268° to 1100 before proceeding on course. **Rwy 30**, climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9**, glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12**, trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27**, hangar and trees beginning 600' from departure end of runway, 197' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerline, up to 100' AGL/759' MSL. **Rwy 30**, light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23**, std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 134° to 2500 before proceeding on course. **Rwy 18**, climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23**, climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13**, multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18**, obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23**, multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31**, multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

KAISER (LAKE OZARK), MO

LEE C. FINE MEMORIAL

NOTE: **Rwy 3**, multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21**, multiple trees beginning 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2 1/4 or std. with a min. climb of 335' per NM to 2000. **Rwy 3**, 400-2 1/2 or std. with a min. climb of 235' per NM to 1900. **Rwy 19**, 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21**, 200-1 1/4 or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 008° to 2000 before proceeding on course. **Rwy 3**, climb via heading 033° to 1900 before proceeding on course.

Rwy 19, climb via heading 188° to 2500 before proceeding on course. **Rwy 21**, climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1**, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3**, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T.2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19**, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21**, multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL

NOTE: **Rwy 1R**, tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9**, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27**, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL

NOTE: **Rwy 2**, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20**, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centerline, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA

KEOKUK MUNI

NOTE: **Rwy 8**, tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14**, multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26**, tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32**, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-turf runways.

NOTE: **Rwy 18**, multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36**, multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

LAMAR, MO

LAMAR MUNI (LLU)

ORIG 08101 (FAA)

NOTE: **Rwy 3**, Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21**, Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA

LE MARS MUNI

DEPARTURE PROCEDURE: **Rwy 18**, turn right, heading 270°, climb to 3500 before turning on course.

Rwy 36, climb to 3500 before turning on course.

NOTE: **Rwy 18**, vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEE'S SUMMIT, MO**LEE'S SUMMIT MUNI**

NOTE: **Rwy 18**, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11**, building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29**, multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36**, pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO**LEXINGTON MUNI**

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO**MALDEN RGNL (MAW)****ORIG 09295 (FAA)**

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 317° to 900 before turning left.

NOTE: **Rwy 14**, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36**, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA**JAMES G. WHITING MEMORIAL FIELD**

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1600 before turning.

MAQUOKETA, IA**MAQUOKETA MUNI**

DEPARTURE PROCEDURE: **Rwy 33**, climb runway heading to 1300 before turning.

MARSHALL, MO**MARSHALL MEMORIAL MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36**, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 18, 27, 36**, for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36**, tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE, MO**NORTHWEST MISSOURI RGNL (EVU)****AMDT 3 09183 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 323° to 1800 before turning right. **Rwy 36**, for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32**, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO**MEXICO MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 24**, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36**, NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6**, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA**FULLER**

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36**, 300-1.

Rwy 27, 600-2.

DEPARTURE PROCEDURE: **Rwys 9, 18, 36**, climb runway heading to 2000 before turning.

MONETT, MO**MONETT MUNI**

NOTE: **Rwy 18**, multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36**, multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

MONTICELLO, IA

MONTICELLO RGNL

NOTE: **Rwy 15**, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO

LEWIS COUNTY RGNL

NOTE: **Rwy 36**, tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO

MIDWEST NATIONAL AIR CENTER (GPH)

AMDT 1 07354 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36**, multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 300-1. **Rwy 33**, 500-2 or std. with a min. climb of 280' per NM to 1400.

MOUNTAIN GROVE, MO

MOUNTAIN GROVE MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 26**, 300-1.

MOUNTAIN VIEW, MO

MOUNTAIN VIEW

TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.

DEPARTURE PROCEDURE: All runways climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA

MUSCATINE MUNI

DEPARTURE PROCEDURE: **Rwys 6, 24, 30**, climb runway heading to 2300 before proceeding on course. **Rwy 12**, climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO

NEOSHO HUGH ROBINSON

NOTE: **Rwy 1**, multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19**, truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

NEW MADRID, MO

COUNTY MEMORIAL

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA

NEWTON MUNI

NOTE: **Rwy 14**, truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32**, trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA

OELWEIN MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA

ORANGE CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

OSAGE BEACH, MO

GRAND GLAIZE-OSAGE BEACH

DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA

OSKALOOSA MUNI (OOA)

ORIG 09295 (FAA)

NOTE: **Rwy 13**, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31**, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA

OTTUMWA RGNL (OTM)

ORIG 09071 (FAA)

NOTE: **Rwy 4**, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL.

Rwy 13, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22**, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31**, tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA

PELLA MUNI (PEA)

AMDT 1 08325 (FAA)

NOTE: **Rwy 16**, trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34**, trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL.

PERRY, IA

PERRY MUNI (PRO)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.
NOTE: **Rwy 14**, tree 40' from departure end of runway,
180' left of centerline, 13' AGL/1017' MSL. **Rwy 32**, trees
beginning 1882' from departure end of runway, 917' left
of centerline, up to 100' AGL/1099' MSL. Vehicles
beginning 565' from departure end of runway, right to left
of centerline, up to 17' AGL/1036' MSL.

POCAHONTAS, IA

POCAHONTAS MUNI (POH)
AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Turf. **Rwy 29**,
300-1.

POINT LOOKOUT, MO

M. GRAHAM CLARK-TANEY COUNTY
DEPARTURE PROCEDURE: **Rwy 11**, north departures
(290° CW 090°) climb to 1700 on runway heading before
proceeding on course.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI

NOTE: **Rwy 18**, multiple trees beginning 511' from
departure end of runway, 515' right of centerline, up to
95' AGL/420' MSL. Multiple trees beginning 878' from
departure end of runway, 109' left of centerline, up to 103'
AGL/428' MSL. **Rwy 36**, multiple trees beginning 1163'
from departure end of runway, 340' right of centerline, up
to 66' AGL/391' MSL. Multiple trees beginning 1191'
from departure end of runway, 92' left of centerline, up to
79' AGL/404' MSL.

POTOSI, MO

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 20**, 500-2½ or std. w/ min.
climb of 307' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading
017° to 1600 before turning left.

NOTE: **Rwy 20**, trees 1.67 NM from departure end of
runway, 95' left of centerline, 100' AGL/1348' MSL.

RED OAK, IA

RED OAK MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 400-1. **Rwys 31, 35**,
300-1.

DEPARTURE PROCEDURE: **Rwys 5, 13, 17, 31, 35** climb
runway heading to 1600 before turning eastbound.

ROCK RAPIDS, IA

ROCK RAPIDS MUNI

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.

ROLLA, MO

ROLLA DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2 or std. with a min.
climb of 311' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading
090° to 1500 before proceeding on course.

NOTE: **Rwy 9**, tower 9162' from departure end of runway,
975' left of centerline, 155' AGL/1333' MSL.

ST. CHARLES, MO

ST. CHARLES COUNTY SMARTT

TAKE-OFF MINIMUMS: **Rwy 36**, std. with a min. climb of
262' per NM to 1300, OR 900-2½ for climb in visual
conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual
conditions: cross St. Charles County Smartt airport at or
above 1300 before proceeding on course.

NOTE: **Rwy 36**, tree 2.3 NM from departure end of
runway, 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH, MO

ROSECRANS MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2½ or std. with a
min. climb of 325' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13**, climb via
heading 132° to 2200 before turning left.

NOTE: **Rwy 13**, tree 3394' from departure end of runway,
655' left of centerline, 100' AGL/919' MSL. **Rwy 17**, trees
beginning 2691' from departure end of runway, across
courseline, up to 109' AGL/928' MSL. **Rwy 31**, trees
beginning 1.18 NM from departure end of runway, 986'
left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-2½ or std. w/ min.
climb of 206' per NM to 800, or alternatively, with
standard takeoff minimums and a normal 200' per NM
climb gradient, takeoff must occur no later than 1300'
prior to departure end of runway. **Rwy 34**, 300-2½ or std.
w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34**, climb heading
338° to 1100 before proceeding on course.

NOTE: **Rwy 16**, vehicle on road, pole and trees beginning
200' from departure end of runway, 219' right of
centerline, up to 100' AGL/546' MSL. Trees beginning
100' from departure end of runway, 356' left of centerline,
up to 100' AGL/719' MSL. **Rwy 34**, multiple trees
beginning 1847' from departure end of runway, 418' right
of centerline up to 100' AGL/749' MSL. Levee and trees
beginning 744' from departure end of runway, 275' left of
centerline, up to 90' AGL/612' MSL.

ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1½ or std. with a min. climb of 407' per NM to 900. **Rwy 24**, 100-1½ or std. with a min. climb of 280' per NM to 800. **Rwy 30L**, 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R**, 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6**, railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction light on LDA 1038' from departure end of runway, 706' right of centerline, 25 AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11**, control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219 AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L**, multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL. **Rwy 12R**, multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24**, multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L**, road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R**, obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48' AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R**, 700-1 or std. w/ min. climb of 364' per NM to 800. **Rwy 26L**, 400-1½ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L**, obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R**, antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L**, trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL.

Rwy 23, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36**, trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12**, 500-2 ¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4**, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL.

Rwy 12, tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22**, tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30**, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

SIKESTON, MO

SIKESTON MEMORIAL MUNI

NOTE: **Rwy 20**, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIOUX CENTER, IA

SIOUX CENTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.**SIOUX CITY, IA**SIOUX GATEWAY/COLONEL BUD DAY FIELD
(SUX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 31**, climb via heading 310° to 2000 before turning east. **Rwy 35**, for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.NOTE: **Rwy 13**, trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31**, trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35**, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.**SPRINGFIELD, MO**

SPRINGFIELD-BRANSON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.**SULLIVAN, MO**

SULLIVAN RGNL

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 320' per NM to 1200.**TARKIO, MO**

GOULD PETERSON MUNI (K57)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36**, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.**TIPTON, IA**

MATHEWS MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading to 3000 before turning. **Rwy 29**, climbing right turn heading 360° to 3000 before turning.**TRENTON, MO**

TRENTON MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.**VINTON, IA**

VINTON VETERANS MEMORIAL AIRPARK

DEPARTURE PROCEDURE: All **Rwys**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.**WARRENSBURG, MO**

SKYHAVEN

NOTE: **Rwy 13**, sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18**, multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36**, multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.**WASHINGTON, IA**

WASHINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**WASHINGTON, MO**

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2½ or std. w/min. climb of 275' per NM to 1000.DEPARTURE PROCEDURE: **Rwy 15**, climb heading 153° to 1100 before turning left.NOTE: **Rwy 15**, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL.**Rwy 33**, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL.

Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERLOO RGNL

NOTE: **Rwy 6**, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24**, tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30**, multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36**, multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.**WAVERLY, IA**

WAVERLY MUNI

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.

WEST PLAINS, MO

WEST PLAINS MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/a
min. climb of 215' per NM to 1500.

NOTE: **Rwy 18**, multiple trees beginning 98' from
departure end of runway, 65' right of centerline, up to
50' AGL/1267' MSL. Multiple trees beginning 978'
from departure end of runway, 388' left of centerline, up
to 100' AGL/1277' MSL. **Rwy 36**, trees 3567' from
departure end of runway, 14' left of centerline, 100'
AGL/1319' MSL. Trees 5791' from departure end of
runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI

DEPARTURE PROCEDURE: **Rwy 17**, climb runway
heading to 1700 before turning.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1**, Aircraft 14' AGL/885'
MSL, 22' from DER, 430' left of centerline. Aircraft 14'
AGL/885' MSL, 31' from DER, 535' left of centerline.
Rwy 19, Aircraft 16' AGL/851' MSL, 22' from DER, 468'
left of centerline. Aircraft 16' AGL/851' MSL, 57' from
DER, 468' left of centerline. Aircraft 14' AGL/849' MSL,
13' from DER, 538' left of centerline.

WINTerset, IA

WINTerset-Madison County

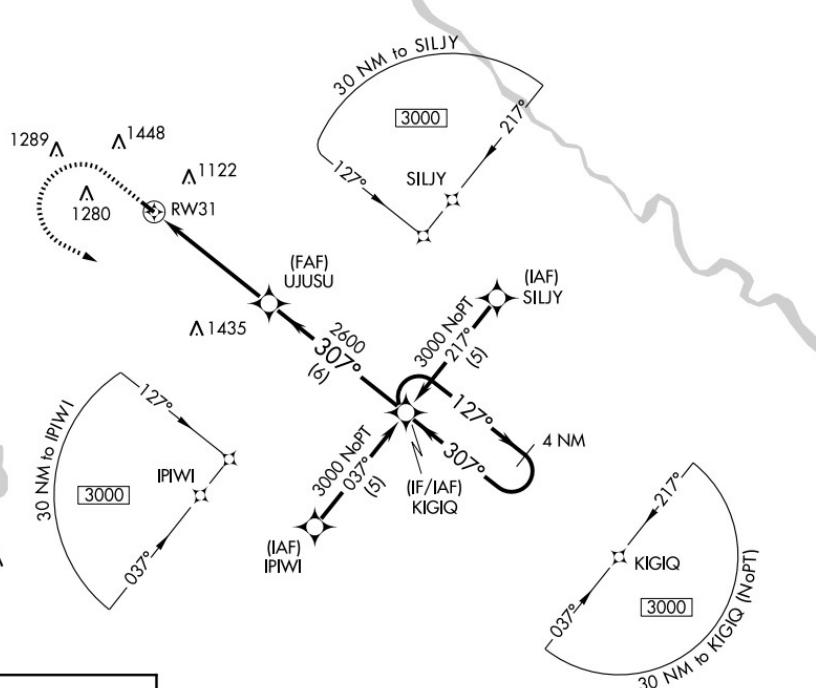
TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.

ALBIA, IOWA

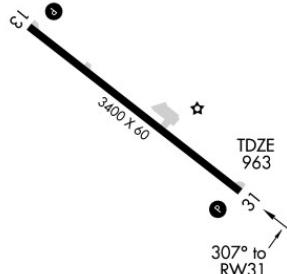
AL-6545 (FAA)

APP CRS
307°Rwy Idg 3400
TDZE 963
Apt Elev 963RNAV (GPS) RWY 31
ALBIA MUNI (4C8)

▼ ▲ NA	Use Ottumwa altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA	MISSIED APPROACH: Climb to 2000 then climbing left turn to 3000 direct KIGIQ WP and hold.
CHICAGO CENTER 118.15 354.1		UNICOM 122.8 (CTAF)



ELEV 963

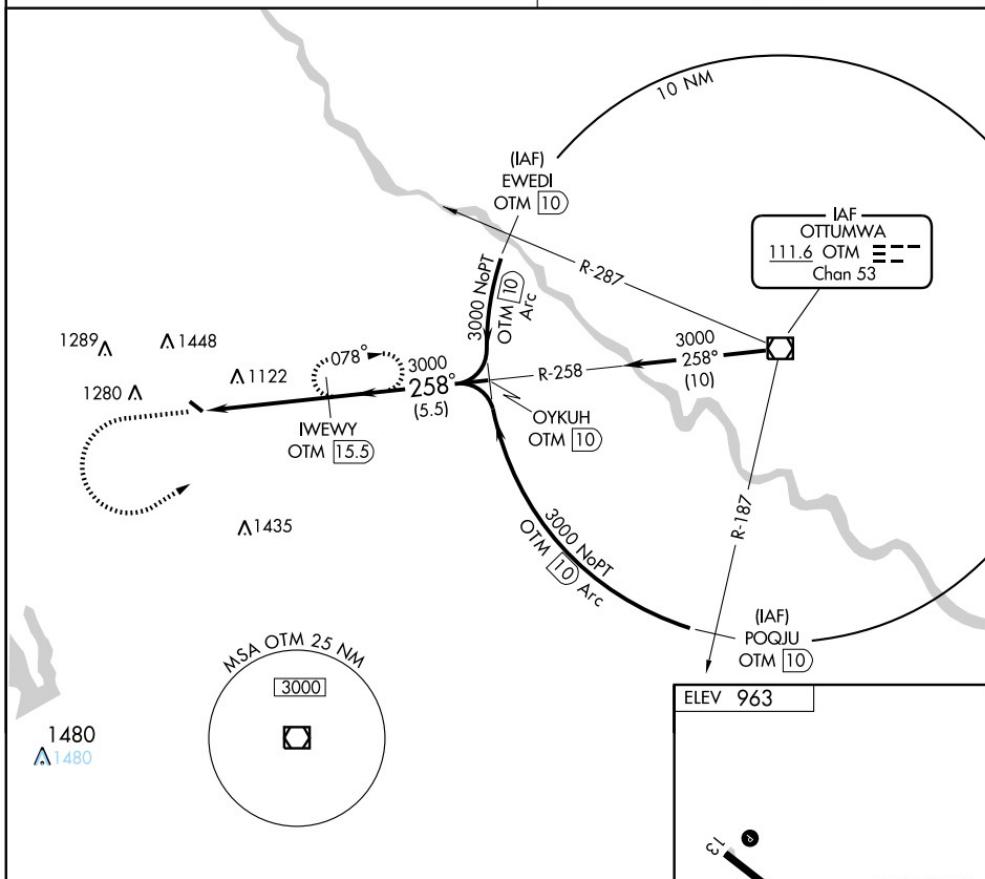


2000	3000	KIGIQ	4 NM Holding Pattern
↑	↙	◆	
UJUSU			
RW31	↙	↗ 307°	↗ 307°
3000	↗ 307°	↗ 307°	↗ 307°
2600	↗ 307°	↗ 307°	↗ 307°
TCH 40	↗ 307°	↗ 307°	↗ 307°
5 NM	6 NM		
CATEGORY	A	B	C
LNAV MDA	1460-1 497 (500-1)		NA
CIRCLING	1460-1 497 (500-1)		NA

MIRL Rwy 13-31

VOR/DME OTM 111.6	APP CRS 258°	Rwy Idg TDZE Apt Elev	N/A N/A 963
Chan 53			

T ▲ NA	Use Ottumwa altimeter setting.	MISSED APPROACH: Climb to 2500 then left climbing turn to 3000 via OTM R-258 to IWEWY/OTM 15.5 DME and hold.
CHICAGO CENTER 118.15 354.1		UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
CIRCLING	1620-1 657 (700-1)		NA	

MIRL Rwy 13-31

ALGONA, IOWA

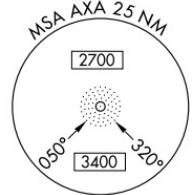
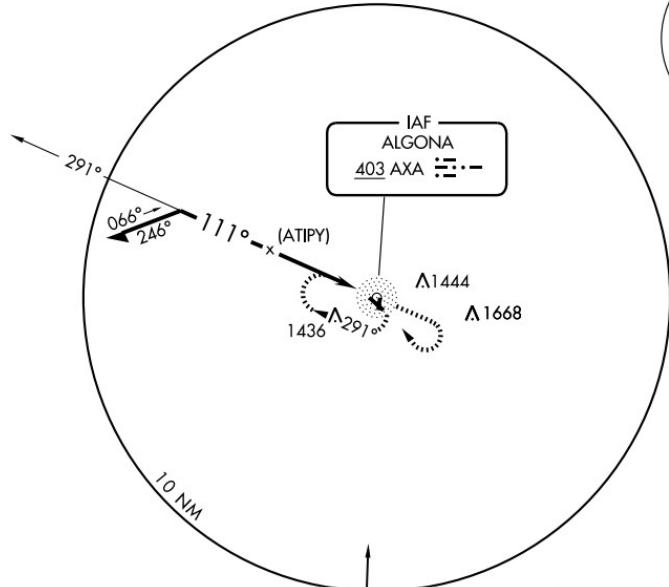
AL-6144 (FAA)

NDB AXA 403	APP CRS 111°	Rwy Idg 3960 TDZE 1219 Apt Elev 1219
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NDB or GPS RWY 12

ALGONA MUNI (AXA)

MISSED APPROACH: Climb to 2900 then right turn direct AXA NDB and hold.

AWOS-3
118.475MINNEAPOLIS CENTER
134.0 288.3UNICOM
122.8 (CTAF) 0

FORT DODGE
113.5 FOD
Chan 82

2365 A

2900 355° (28.2)

Remain within 10 NM

NDB
2900 291°
(ATIPY)
111°

2900 ↑ NDB
403

ELEV 1219

111° to NDB

TDZE 1219

36 30 81

3960 X 75 0.3% UP 2880 X 160

CATEGORY	A	B	C	D
S-12	1840-1 621 (700-1)		NA	
CIRCLING	1840-1 621 (700-1)		NA	

MIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

ALGONA, IOWA

AL-6144 (FAA)

RNAV (GPS) RWY 30
ALGONA MUNI (AXA)

ALGONA MUNI (AXA)

APP CRS 309°	Rwy Idg TDZE Apt Elev	3960 1219 1219
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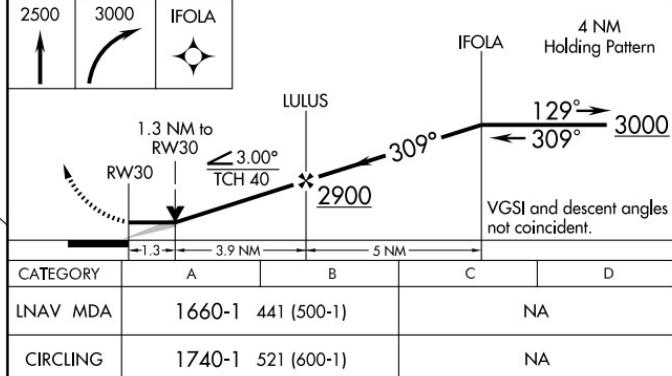
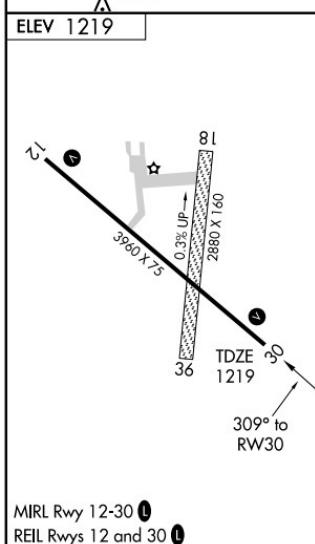
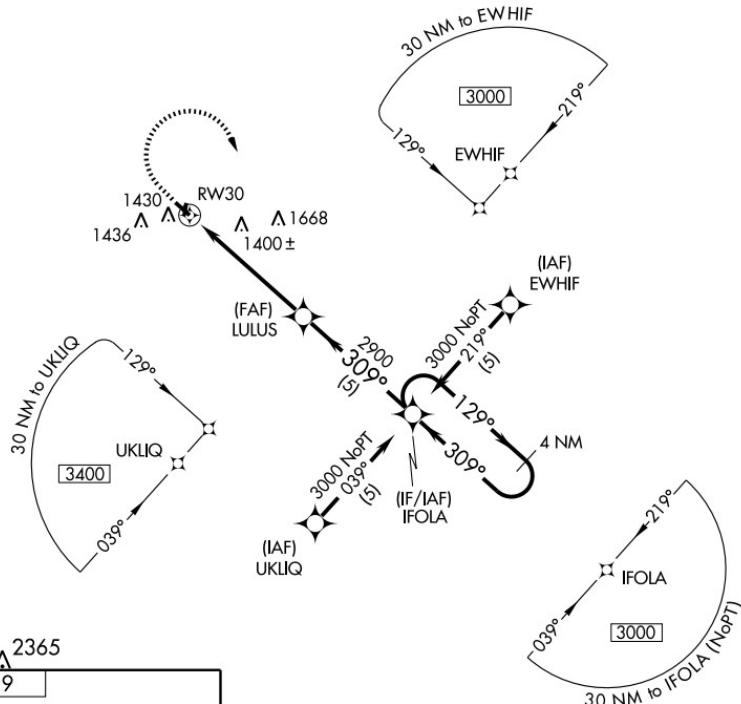
T
ANA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct IFOIA WP and hold.

AWOS-3
118,475

**MINNEAPOLIS CENTER
134.0 288.3**

UNICOM
122.8 (CTAF) ①



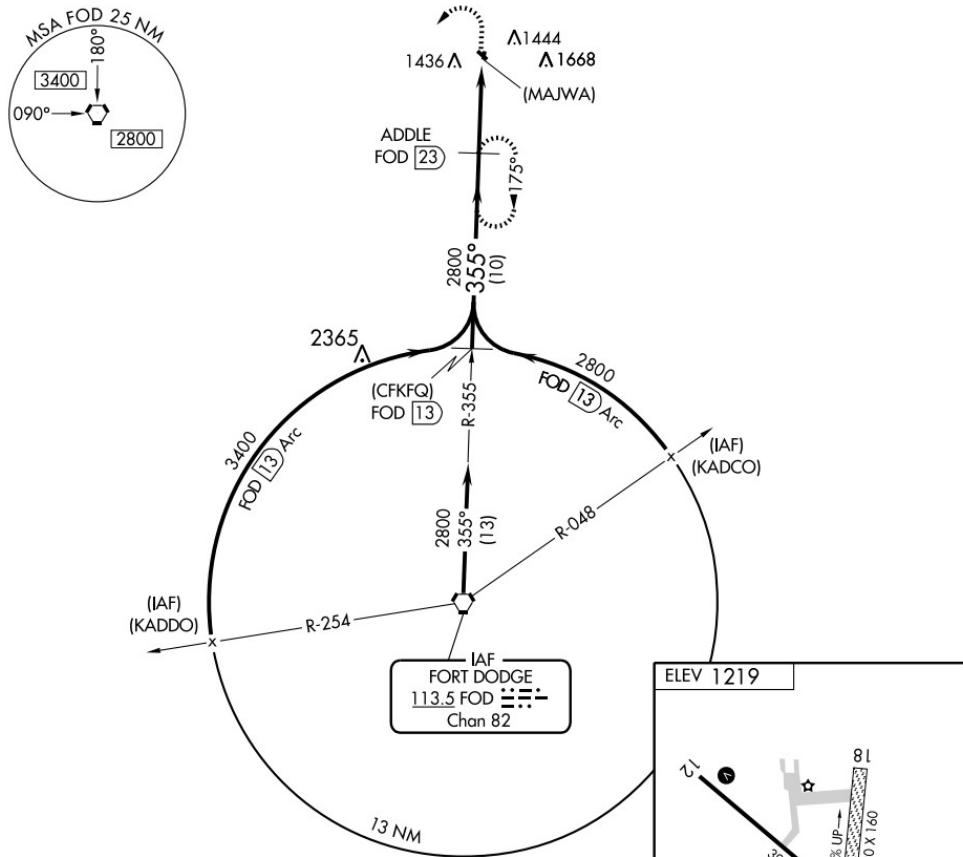
ALGONA, IOWA

AL-6144 (FAA)

VOR/DME or GPS-A ALGONA MUNI (AXA)

VORTAC FOD 113.5 Chan 82	APP CRS 355°	Rwy Idg TDZE Apt Elev N/A N/A 1219
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MISSIED APPROACH: Climb to 2800 then left turn via FOD R-355 to ADDLE 23 DME and hold.

AWOS-3
118.475MINNEAPOLIS CENTER
134.0 288.3UNICOM
122.8 (CTAF)

Procedure	A	B	C	D
CIRCLING	1780-1 561 (600-1)	1800-1½ 581 (600-1½)		NA

AMES, IOWA

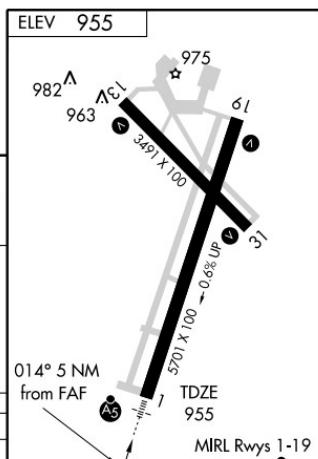
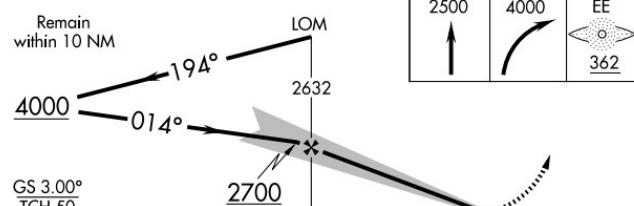
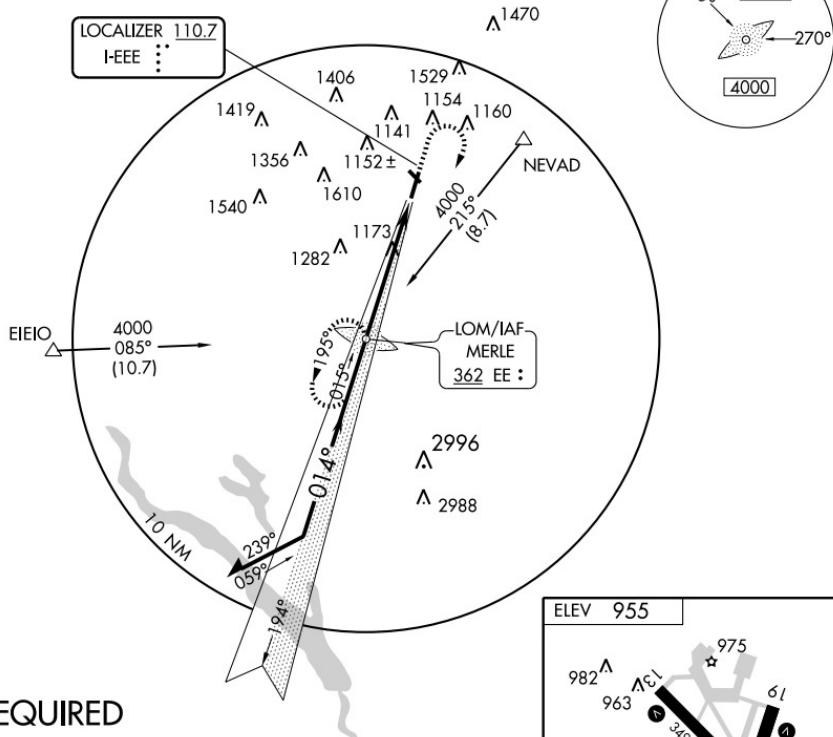
AL-5307 (FAA)

LOC I-EEE	APP CRS	Rwy Idg	5701
110.7	014°	TDZE	955
		Apt Elev	955

ILS or LOC RWY 1

AMES MUNI (AMW)

T	MALSR	MISSIED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MERLE LOM and hold.	
NA	A5	ASOS 132.025	DES MOINES APP CON 123.9 307.15

CLNC DEL
126.0 0UNICOM
122.7 (CTAF)

CATEGORY	A	B	C	D
S-ILS 1		1155-1/2 200 (200-1/2)		
S-LOC 1	1440-1/2 485 (500-1/2)	1440-3/4 485 (500-3/4)	1440-1 485 (500-1)	
CIRCLING	1440-1 485 (500-1)	1460-1 1/2 505 (600-1 1/2)	1520-2 565 (600-2)	

FAF to MAP 5 NM

Knots 60 90 120 150 180

Min:Sec 5:00 3:20 2:30 2:00 1:40

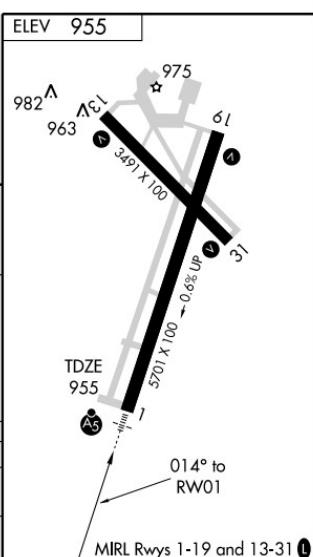
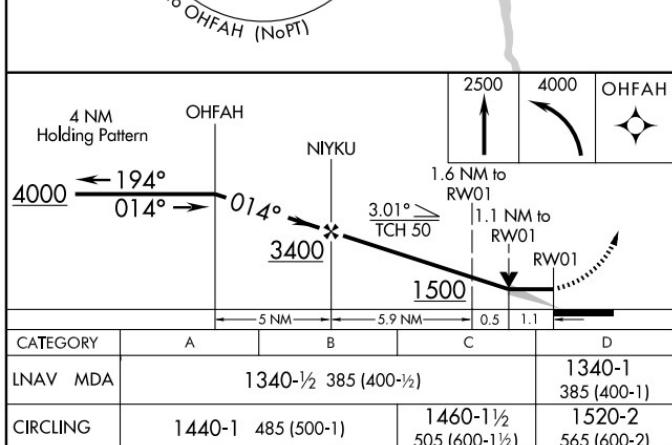
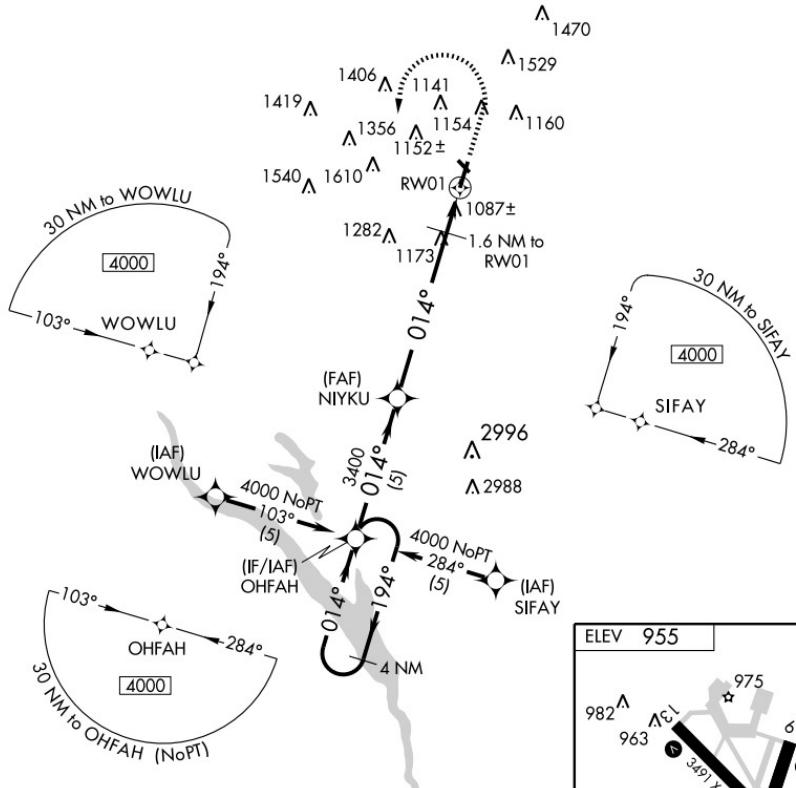
AMES, IOWA

AL-5307 (FAA)

RNAV (GPS) RWY 1 AMES MUNI (AMW)

APP CRS 014°	Rwy Idg 5701 955 Apt Elev 955
------------------------	--

T A NA	For inoperative MALS R, increase LNAV Cat D visibility to 1 1/4. DME/DME RNP-0.3 NA.	MALS R 	MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct OHFAH WP and hold.
ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF)



AMES, IOWA

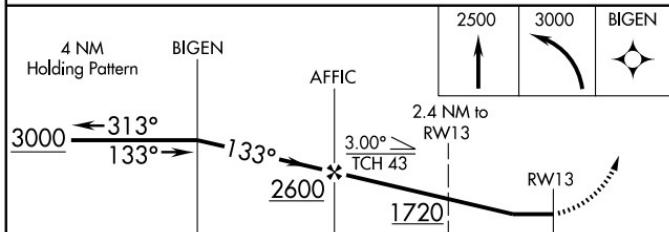
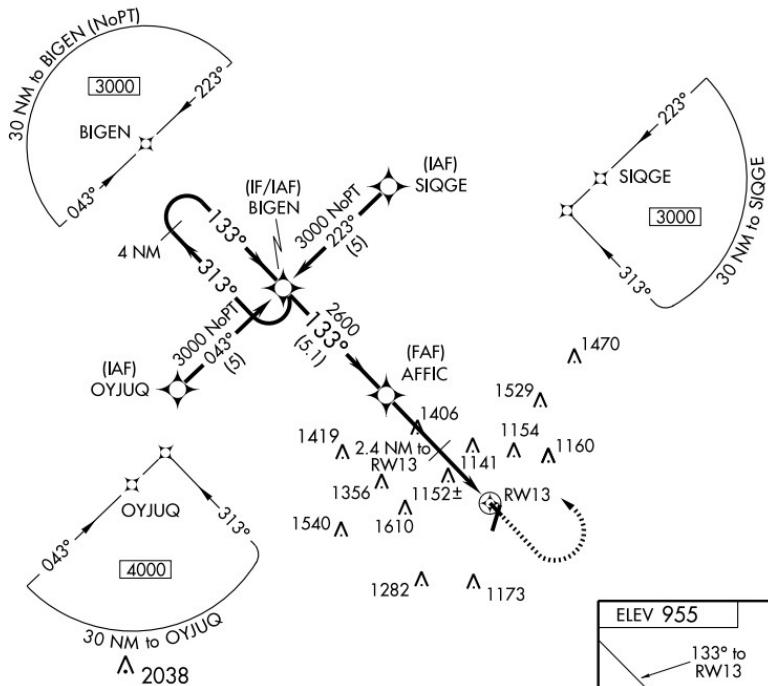
AL-5307 (FAA)

APP CRS 133°	Rwy Idg 3491
TDZE	930
Apt Elev	955

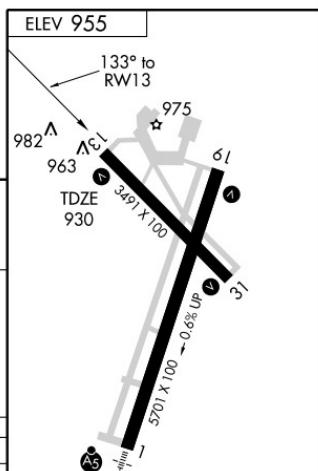
RNAV (GPS) RWY 13

AMES MUNI (AMW)

T NA	DME/DME RNP-0.3 NA.	MISSIED APPROACH: Climb to 2500, then climbing left turn to 3000 direct BIGEN WP and hold.	
ASOS 132,025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1420-1 490 (500-1)		1420-1 1/4 490 (500-1 1/4)	NA
CIRCLING	1440-1 485 (500-1)		1460-1 1/2 505 (600-1 1/2)	NA



MIRL Rwy 1-19 and 13-31

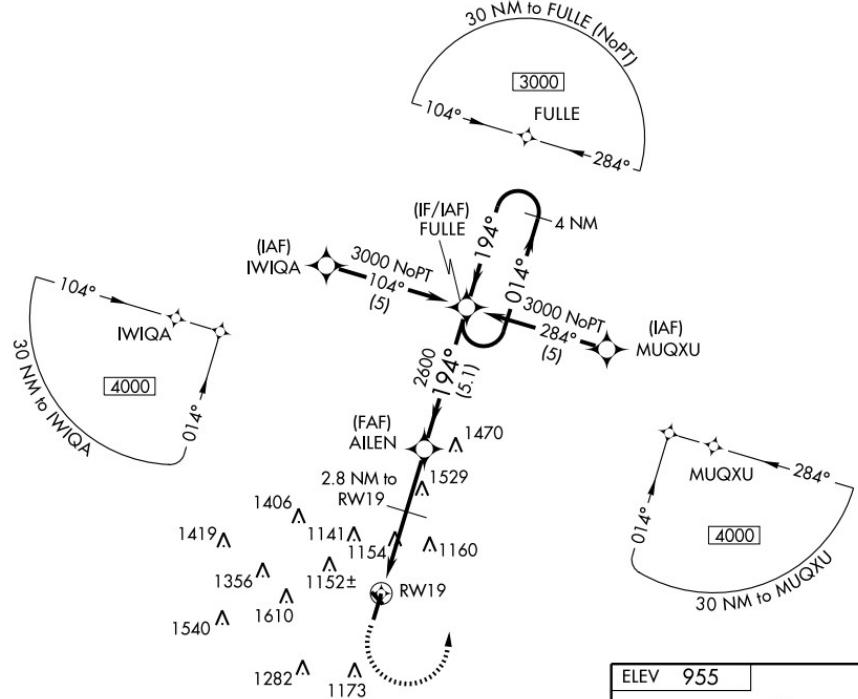
RNAV (GPS) RWY 19

AMES MUNI (AMW)

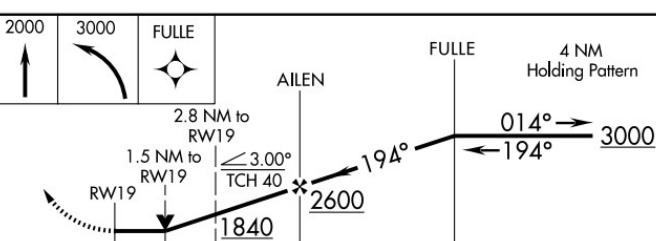
APP CRS
194°

Rwy Idg 5701
TDZE 937
Apt Elev 955

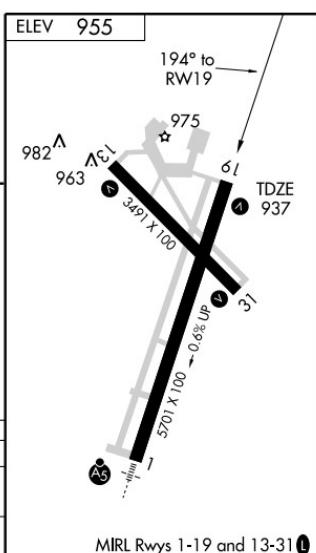
T A NA	DME/DME RNP-0.3 NA.	MISSIED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FULLE WP and hold.	
ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0 0	UNICOM 122.7 (CTAF)



2038
A



CATEGORY	A	B	C	D
LNAV MDA	1420-1	483 (500-1)	1420-1½ 483 (500-1½)	NA
CIRCLING	1440-1	485 (500-1)	1440-1½ 505 (600-1½)	NA



RNAV (GPS) RWY 31

AMES MUNI (AMW)

APP CRS
313°

Rwy Idg 3491
TDZE 930
Apt Elev 955

T
ANA DME/DME RNP-0.3 NA.

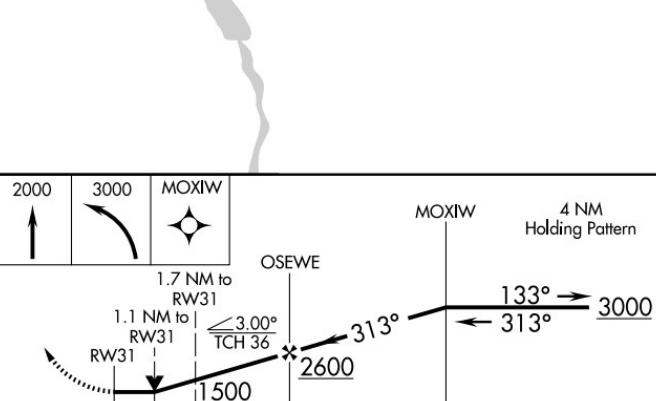
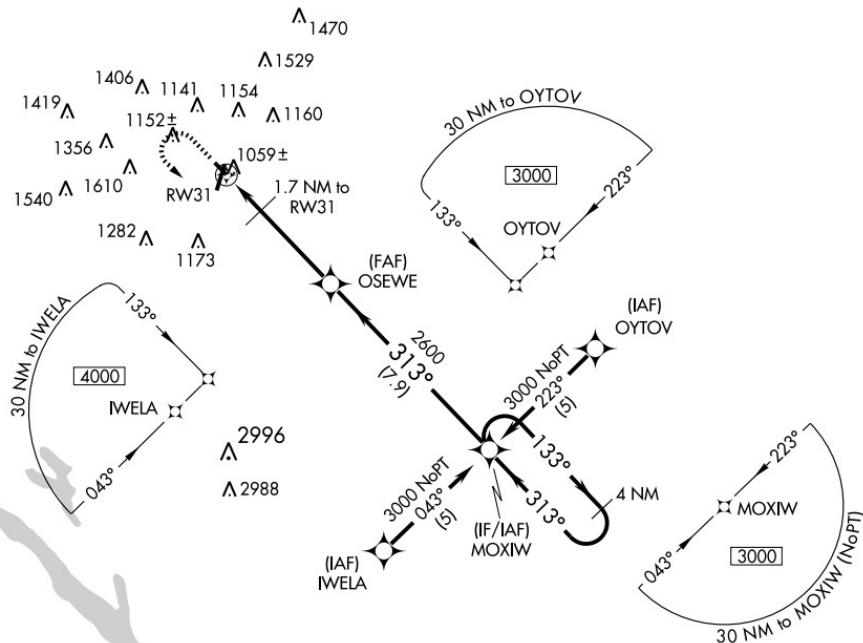
MISSSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MOXIW WP and hold.

ASOS
132.025

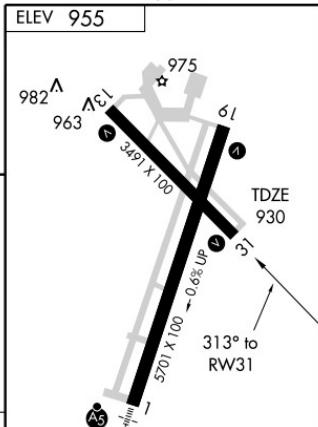
DES MOINES APP CON
123.9 307.15

CLNC DEL
126.0 0

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1300-1 370 (400-1)		NA	
CIRCLING	1440-1 485 (500-1)		1460-1½ 505 (600-1½)	NA



VOR RWY 31

AMES MUNI (AMW)

VOR/DME TNU 112.5 Chan 72	APP CRS 296°	Rwy Idg 3491 TDZE 930 Apt Elev 955
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MISSSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.

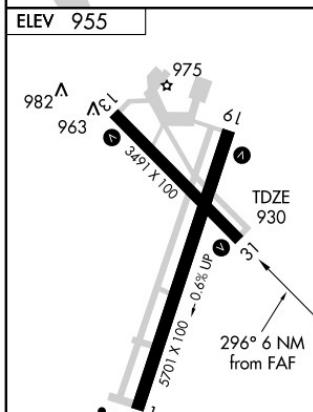
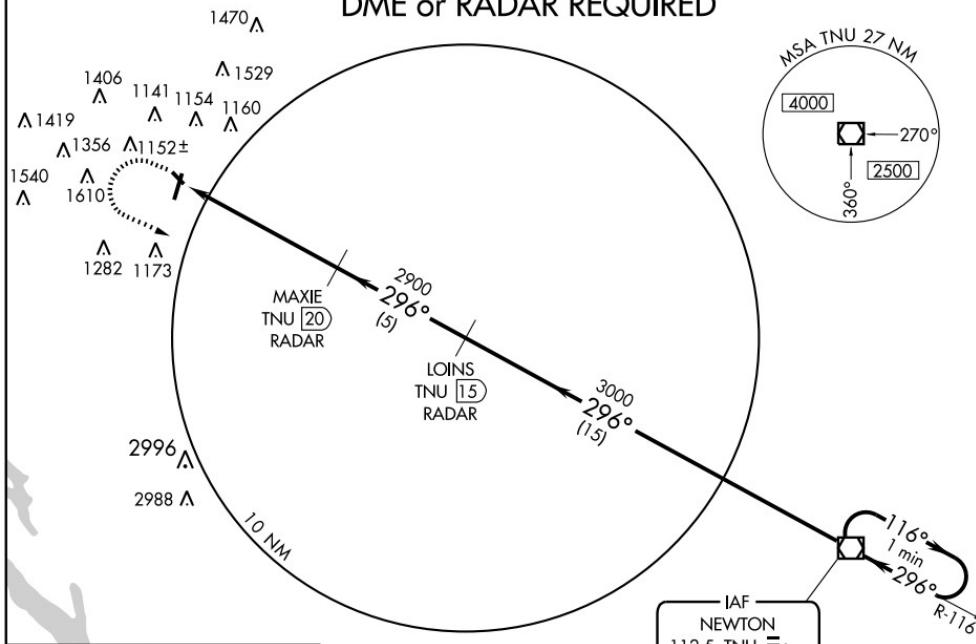
ASOS
132.025

DES MOINES APP CON
123.9 307.15

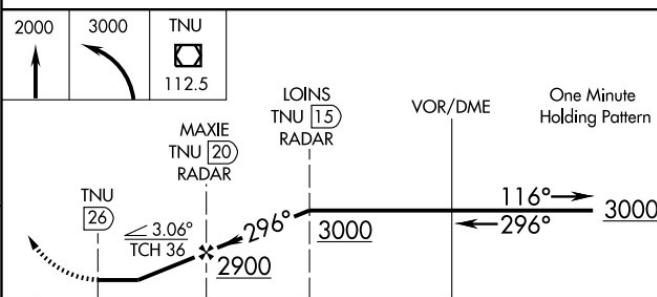
CLNC DEL
126.0 0

UNICOM
122.7 (CTAF)

DME or RADAR REQUIRED



NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise 081.



MIRL Rwy 1-19 and 13-31 0

FAF to MAP 6 NM

Knots 60 90 120 150 180

Min:Sec 6:00 4:00 3:00 2:24 2:00

CATEGORY	A	B	C	D
S-31	1500-1 570 (600-1)	1500-1½ 570 (600-1½)	1500-1½ 570 (600-1½)	NA
CIRCLING	1500-1 545 (600-1)	1500-1½ 545 (600-1½)	1500-1½ 545 (600-1½)	NA

ILS or LOC RWY 36

ANKENY RGNL (IKV)

LOC/DME I-FVH
111.1
 Chan 48 APP CRS 357°
 Rwy Idg 5500
 TDZE 891
 Apt Elev 910

V Circling to Rwy 22 NA at night. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase S-ILS 36 all Cats, and Circling Cat C visibility $\frac{1}{4}$ mile.
 VDP NA when using Des Moines Intl altimeter setting.
 DME or RADAR required.

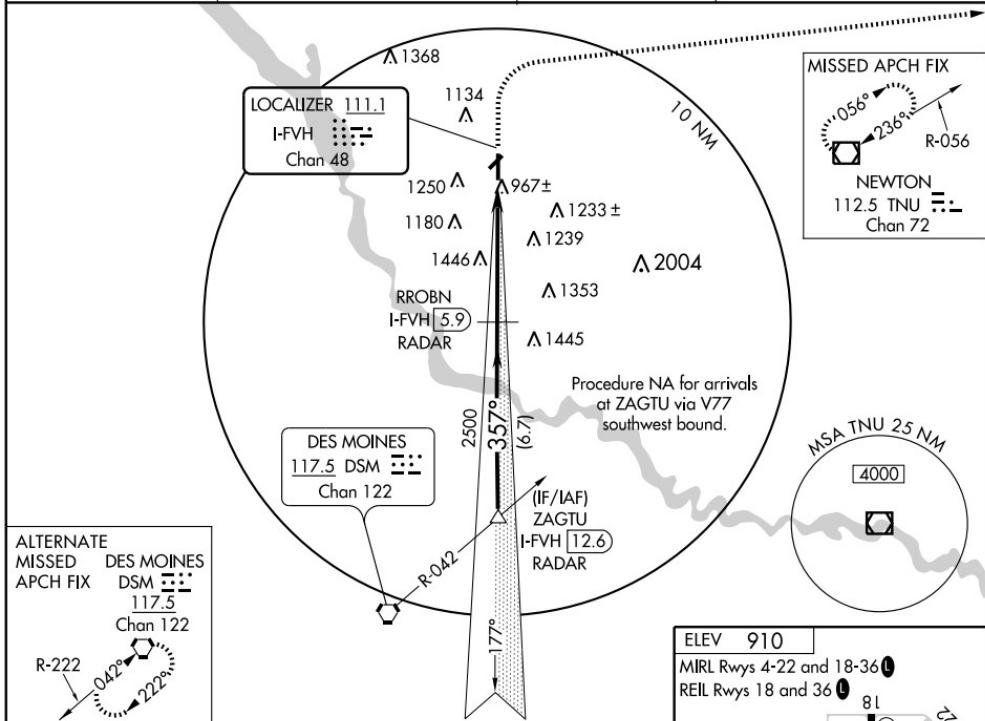
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.

AWOS-3
119.175

DES MOINES APP CON
123.9 307.15

CNLC DEL
126.65

UNICOM
122.9 (CTAF)



ALTERNATE MISSED DES MOINES DSM
117.5
 Chan 122

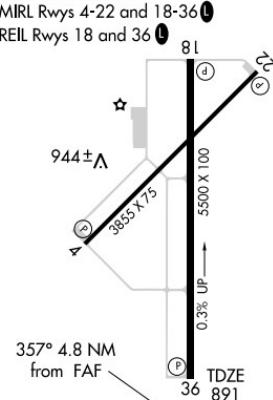
R-222
 042°
 222°

VGSI and ILS glidepath not coincident.

Procedure Turn NA	ZAGTU I-FVH 12.6 RADAR	RROBN I-FVH 5.9 RADAR
3000	2500	I-FVH 2.4 I-FVH 1.1
GS 3.00° TCH 51	2500	
	6.7 NM	3.5 NM
		1.3

2000 ↑ 4000 ↑ TNU
112.5

ELEV 910
 MIRL Rwy 4-22 and 18-36
 REIL Rwy 18 and 36



CATEGORY	A	B	C	D
S-ILS 36		1141- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)		NA
S-LOC 36	1320-1 429 (500-1)	1320-1 $\frac{1}{4}$ 429 (500-1 $\frac{1}{4}$)		NA
CIRCLING	1560-1 650 (700-1)	1560-1 $\frac{1}{4}$ 650 (700-1 $\frac{1}{4}$)		NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

RNAV (GPS) RWY 18
ANKENY RGNL (IKV)

ANKENY RGNL (IKV)

APP CRS 177°	Rwy Idg TDZE Apt Elev	5500 903 910
------------------------	-----------------------------	---

DME/DME RNP- 0.3 NA. Circling Rwy 22 NA at night. When local altimeter setting not received, use Des Moines Int'l altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LNAV/VNAV all Cals visibility ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Des Moines Int'l altimeter setting.

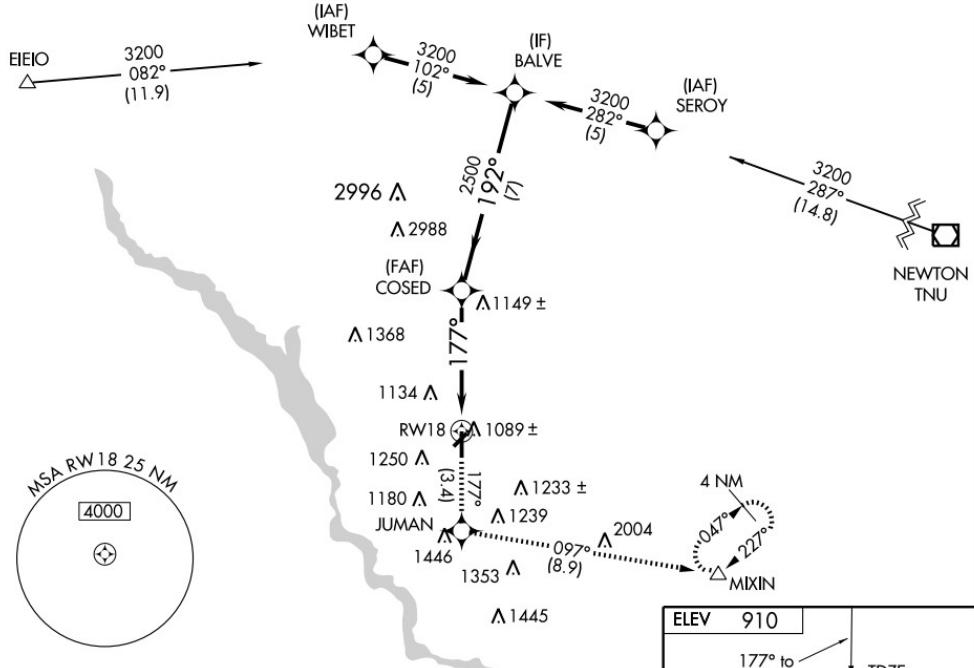
MISSED APPROACH: Climb to 4000 via 177° course to JUMAN WP then left turn via 097° course to MIXIN WP and hold.

AWOS-3
119.175

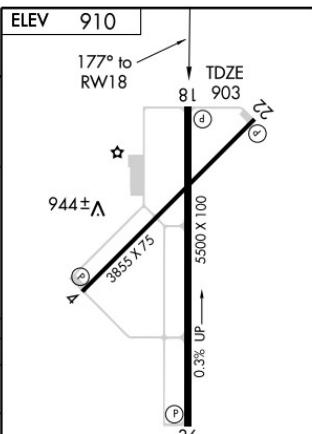
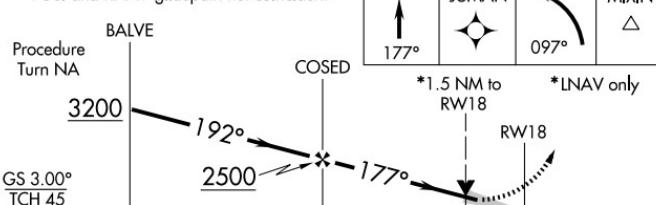
DES MOINES APP CON
123.9 307.15

CLNC DEL
126.65

UNICOM
122.9 (CTAF)



VGSI and RNAV glidepath not coincident



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1478-2 575 (600-2)			
LNAV MDA	1340-1	437 (500-1)	1340-1½ 437 (500-1½)	NA
CIRCLING	1560-1½	650 (700-1½)	1560-1¾ 650 (700-1¾)	NA

RNAV (GPS) RWY 22

ANKENY RGNL (IKV)

APP CRS 222°	Rwy Idg 3855 TDZE 900 Apt Elev 910
------------------------	--

DME/DME RNP- 0.3 NA. Procedure NA at night.
 When local altimeter setting not received, use Des Moines Int'l altimeter setting and increase all MDA 40 feet. Increase LNAV and circling Cat C visibility $\frac{1}{4}$ mile.

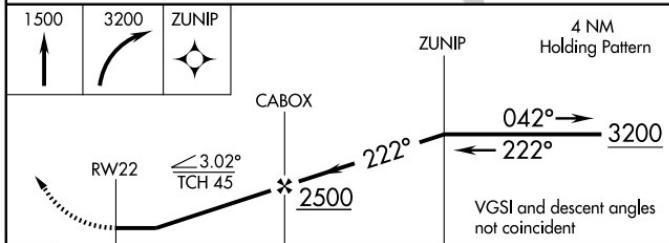
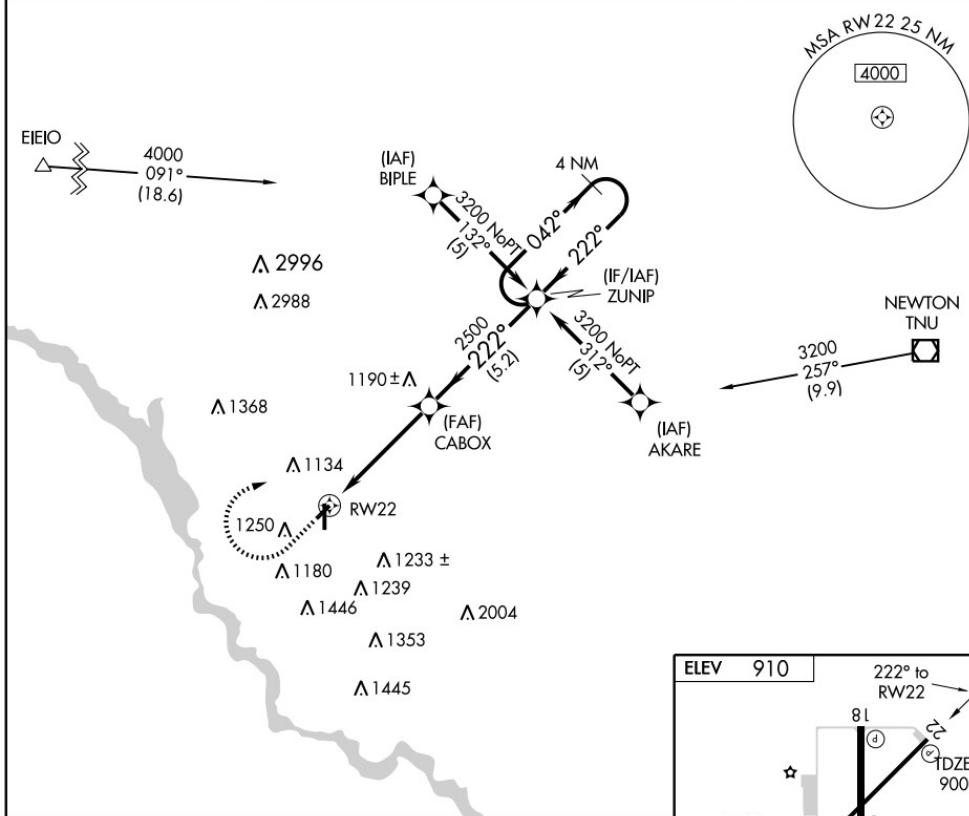
MISSSED APPROACH: Climb to 1500 then right climbing turn to 3200 direct ZUNIP WP and hold.

AWOS-3
119.175

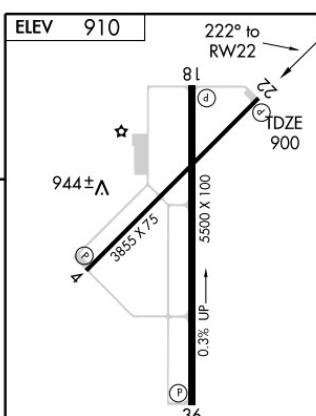
DES MOINES APP CON
123.9 307.15

CLNC DEL
126.65

UNICOM
122.9 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1380-1 480 (500-1)		1380-1½ 480 (500-1½)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¾ 650 (700-1¾)	NA



MIRL Rwy 4-22 and 18-36
REIL Rwy 18 and 36

ANKENY, IOWA

AL-9156 (FAA)

RNAV (GPS) RWY 36

ANKENY RGNL (IKV)

WAAS	APP CRS	5500
CH	Rwy Idg	891
70512	TDZE	910
W36A	Apt Elev	

V Circling to Rwy 22 NA at night. DME/DME RNP-0.3 NA.

A Visibility reduction by helicopters NA.

When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase LNAV Cat C and Circling Cat C visibility $\frac{1}{2}$ mile.

VDP NA when using Des Moines Intl altimeter setting.

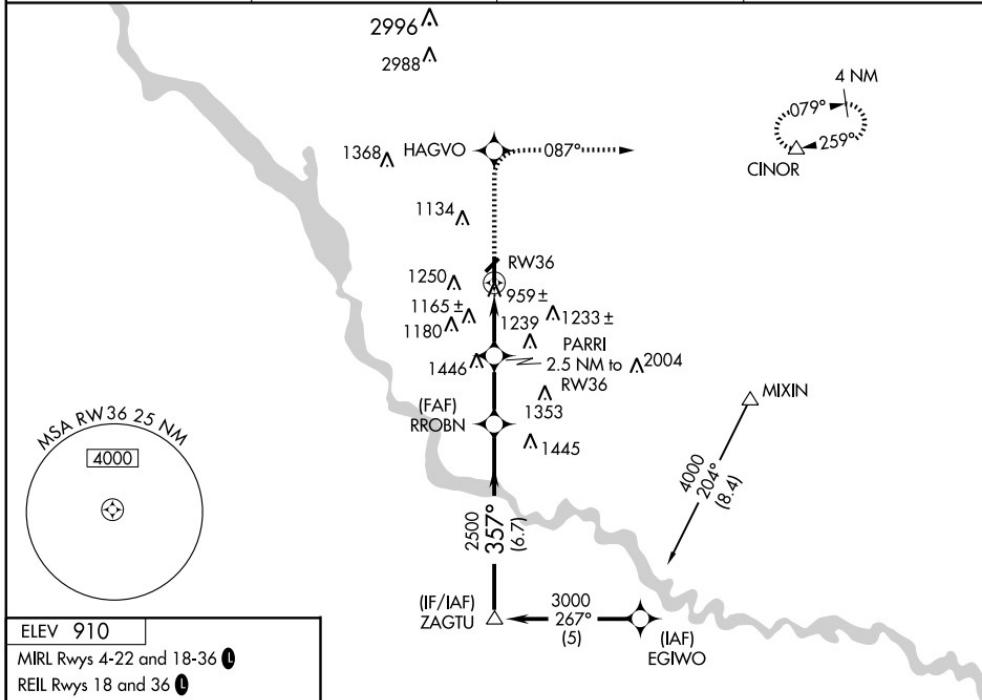
MISSIED APPROACH: Climb to 4000 direct HAGVO and right turn via 087° track to CINOR and hold.

AWOS-3
119.175

DES MOINES APP CON
123.9 307.15

CLNC DEL
126.65

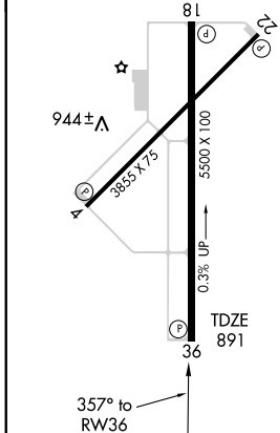
UNICOM
122.9 (CTAF)



ELEV 910

MIRL Rwy 4-22 and 18-36

REIL Rwy 18 and 36



VGSi and RNAV glidepath not coincident.		4000	HAGVO	087° track	CINOR
ZAGTU					
Procedure Turn NA					
GS 3.00°					
TCH 51					
3000	357°	2500	PARRI 2.5 NM to RW36	*1.4 NM to RW36	RW36
					* LNAV only
CATEGORY	A	B	C	D	
LPV DA		1176-1 285 (300-1)			NA
LNAV MDA		1360-1 469 (500-1)	1360-1 1/4 469 (500-1 1/4)		NA
CIRCLING		1560-1 650 (700-1)	1560-1 3/4 650 (700-1 3/4)		NA

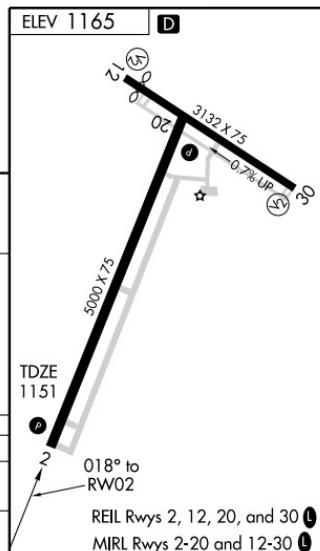
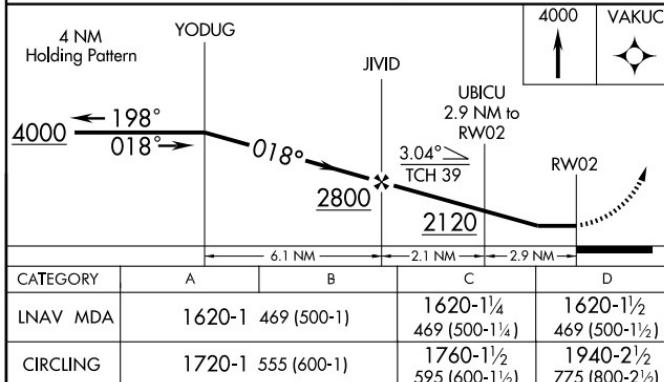
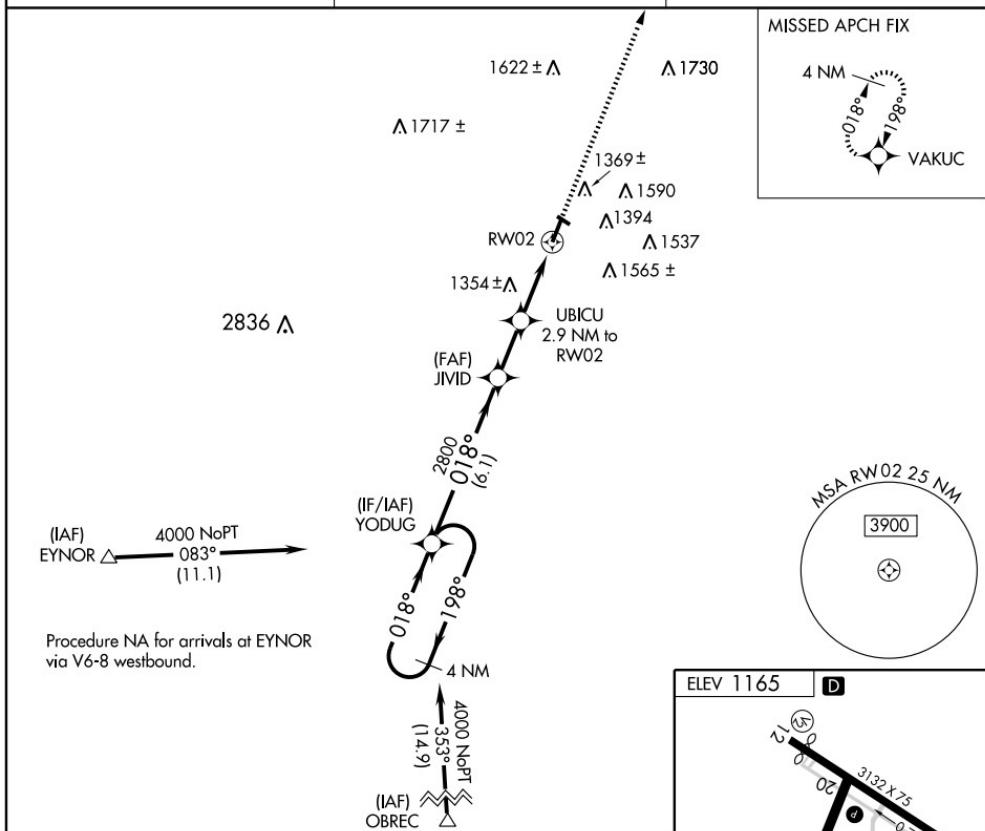
RNAV (GPS) RWY 2

ATLANTIC MUNI (AIO)

APP CRS 018°	Rwy Idg 5000
TDZE 1151	Alt Elev 1165

T DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cat C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 4000 direct VAKUC and hold.

AWOS-3
127.825MINNEAPOLIS CENTER
119.6 290.4UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 20

ATLANTIC MUNI (AIO)

APP CRS 198°	Rwy Idg 5000 TDZE 1151 Apt Elev 1165
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V DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV Cat D and circling Cat C and D visibility $\frac{1}{4}$ mile.

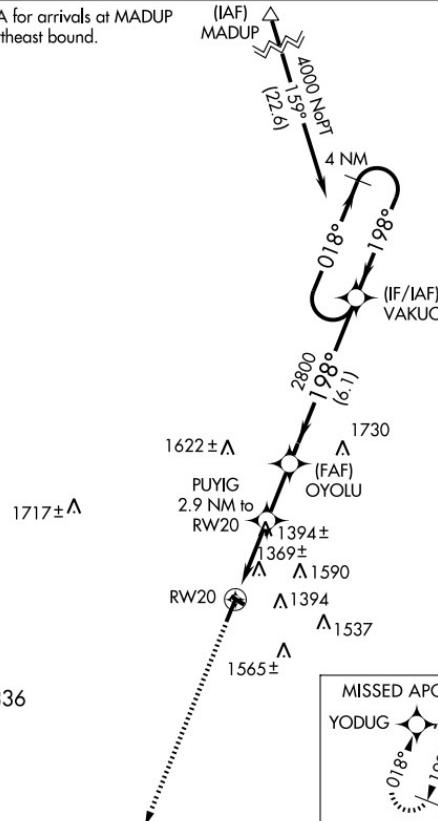
MISSED APPROACH: Climb to 4000 direct YODUG and hold.

AWOS-3
127.825

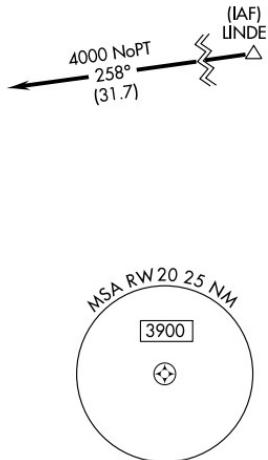
MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.7 (CTAF)

Procedure NA for arrivals at MADUP via V138 northeast bound.

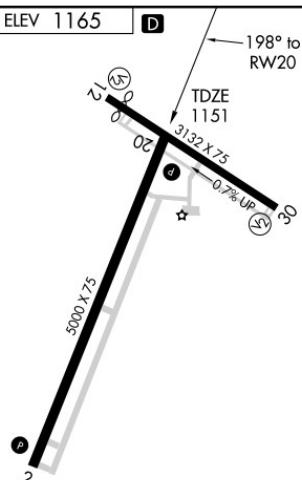
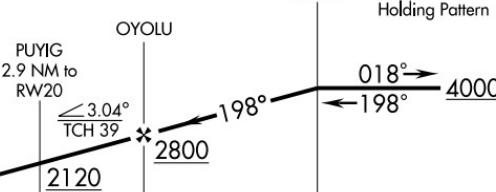


Procedure NA for arrivals at LINDE via V172 northeast bound.



4000 YODUG

ELEV 1165 D



CATEGORY	A	B	C	D
LNAV MDA	1660-1 509 (500-1)		1660-1½ 509 (500-1½)	
CIRCLING	1720-1 555 (600-1)		1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)

REIL Rwy 2, 12, 20, and 30
MIRL Rwy 2-20 and 12-30

AUDUBON, IOWA

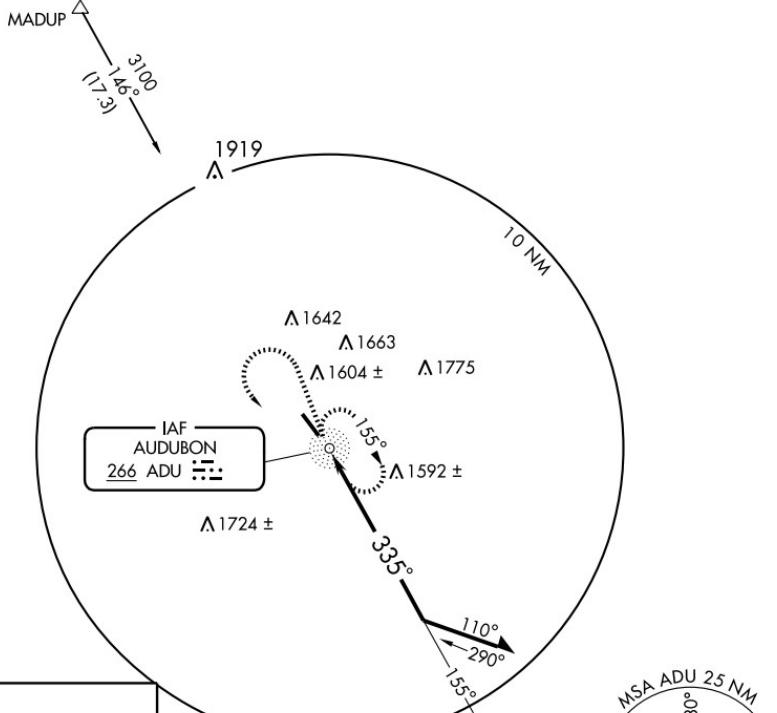
AL-6019 (FAA)

NDB ADU <u>266</u>	APP CRS 335°	Rwy Idg TDZE Apt Elev	3640 1287 1287
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NDB RWY 32

AUDUBON COUNTY (ADU)

T ANA	MISSIED APPROACH: Climb to 3100 then left turn direct ADU NDB and hold.	
AWOS-3 118.075	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0



ELEV 1287



HIRL Rwy 14-32 L
REIL Rwy 14 and 32 L

3100

ADU
O
266

NDB

155°

335°

3100

Remain within 10 NM

CATEGORY	JULY		C	D
	A	B		
S-32	1980-1	693 (700-1)		NA
CIRCLING	1980-1	693 (700-1)		NA

APP CRS 323°	Rwy Idg 3640
	TDZE 1287
	Apt Elev 1287

RNAV (GPS) RWY 32

AUDUBON COUNTY (ADU)

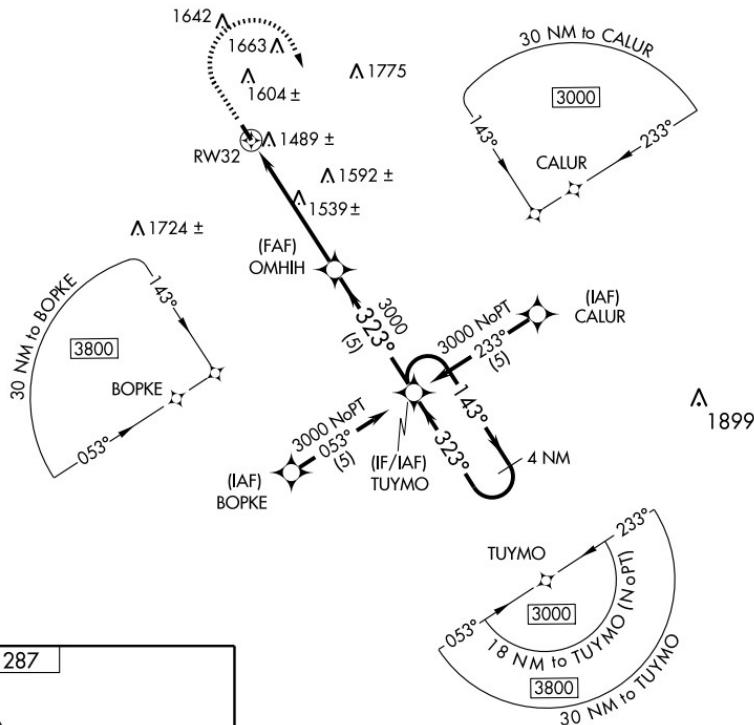
T GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct TUYSMO WP and hold.

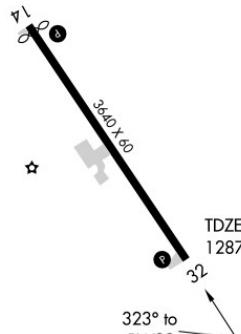
AWOS-3
118.075

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) 0



ELEV 1287



CATEGORY	A	B	C	D
LNAV MDA	1740-1 453 (500-1)		NA	
CIRCLING	1900-1 613 (700-1)		NA	

Notes: 1.5 NM to RW32, 1.5 NM to TCH 40, 3.8 NM, 5 NM, VGSI and descent angles not coincident.

HIRL Rwy 14-32 0
REIL Rwy 14 and 32 0

BELLE PLAINE, IOWA

AL-9149 (FAA)

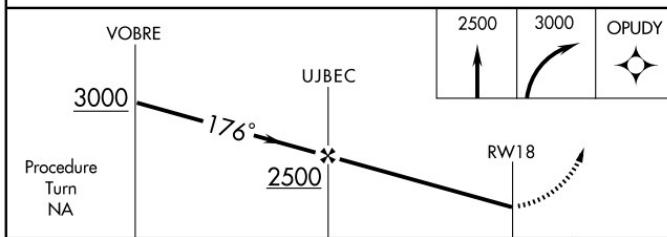
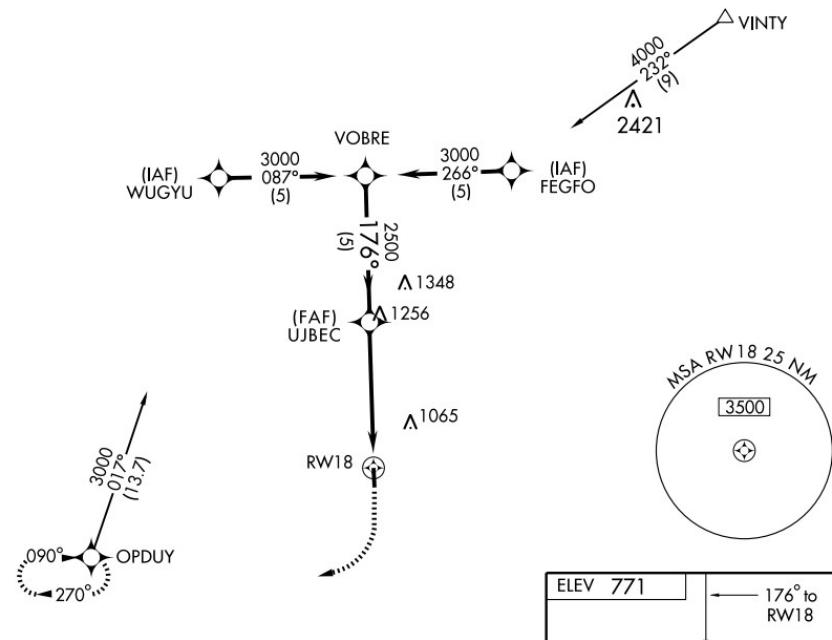
GPS RWY 18

BELLE PLAINE MUNI (TZT)

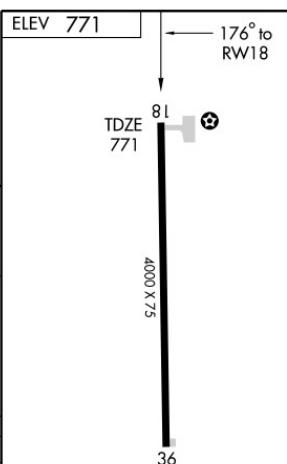
APP CRS 176°	Rwy Idg 4000 TDZE 771 Apt Elev 771
------------------------	---

▼ Use Cedar Rapids altimeter setting.

▲ NA

CEDAR RAPIDS APP CON ★
119.7 266.8CTAF
122.9**122.8 0**

CATEGORY	A	B	C	D
S-18	1400-1	629 (700-1)		NA
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)		NA



MIRL Rwy 18-36 L

GPS RWY 36

BELLE PLAINE MUNI (TZT)

APP CRS
357°
 Rwy Idg **4000**
 TDZE **770**
 Apt Elev **771**

▼ Use Cedar Rapids altimeter setting.

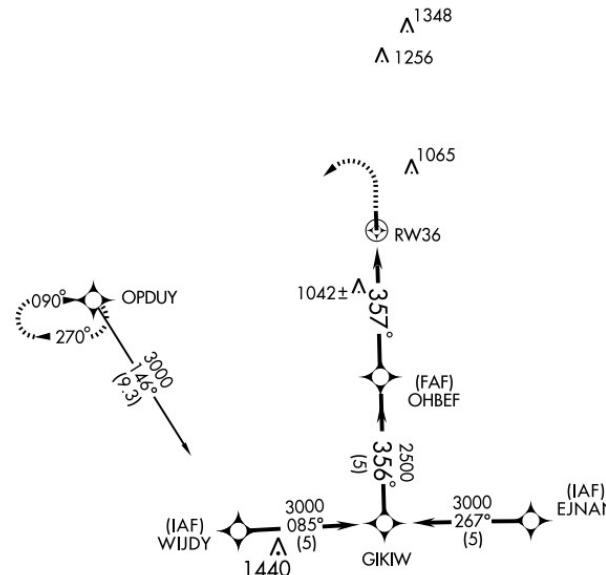
▲ NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct OPDUY WP and hold.

CEDAR RAPIDS APP CON ★
119.7 266.8

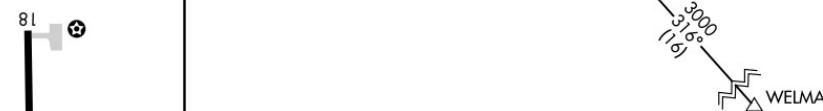
CTAF
122.9

122.8 0



ELEV

771



CATEGORY	A	B	C	D
S-36	1380-1 610 (700-1)		NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)		NA

NDB RWY 36

BELLE PLAINE MUNI (TZT)

NDB TZT	APP CRS	Rwy Idg	4000
371	360°	TDZE	770
		Apt Elev	771

▼ Use Cedar Rapids altimeter setting.

▲ NA

CEDAR RAPIDS APP CON *

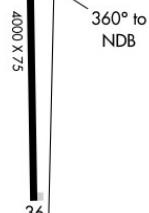
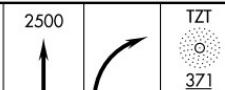
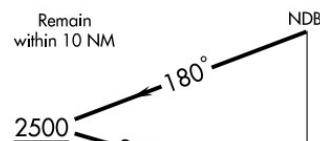
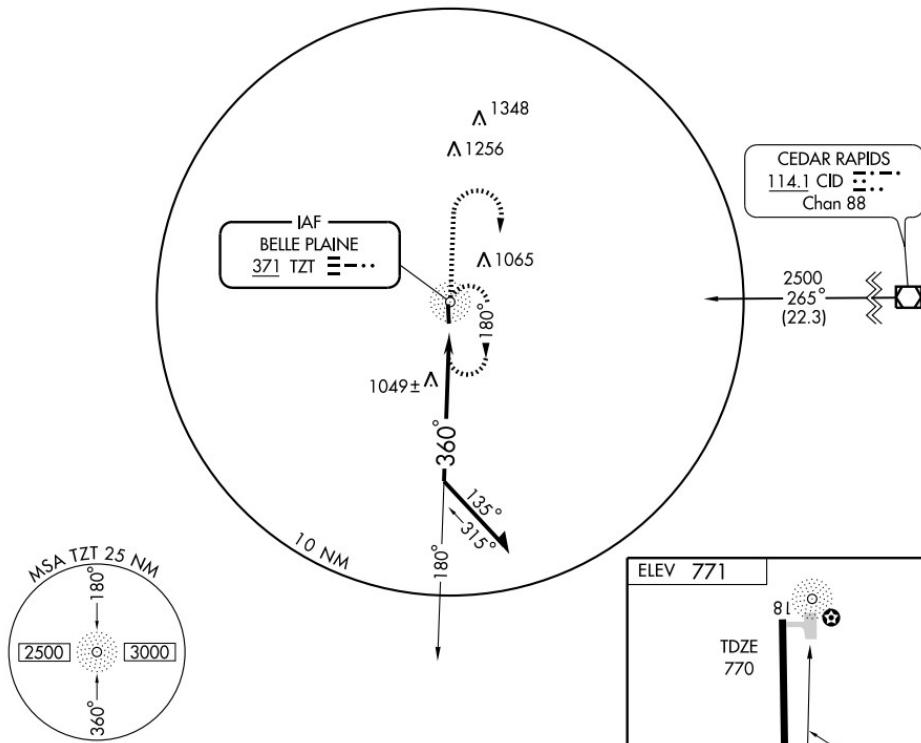
119.7 266.8

MISSIED APPROACH: Climb to 2500 then right turn direct TZT NDB and hold.

CTAF
122.9

122.8 0

▲
2421



CATEGORY	A	B	C	D
S-36	1480-1	710 (800-1)		NA
CIRCLING	1480-1	709 (800-1)		NA

MIRL Rwy 18-36 0

VOR/DME-A

BELLE PLAINE MUNI (TZT)

VOR/DME CID	APP CRS	Rwy Idg	N/A
114.1	264°	TDZE	N/A
Chan 88		Apt Elev	771

▼ Use Cedar Rapids altimeter setting.

▲ NA

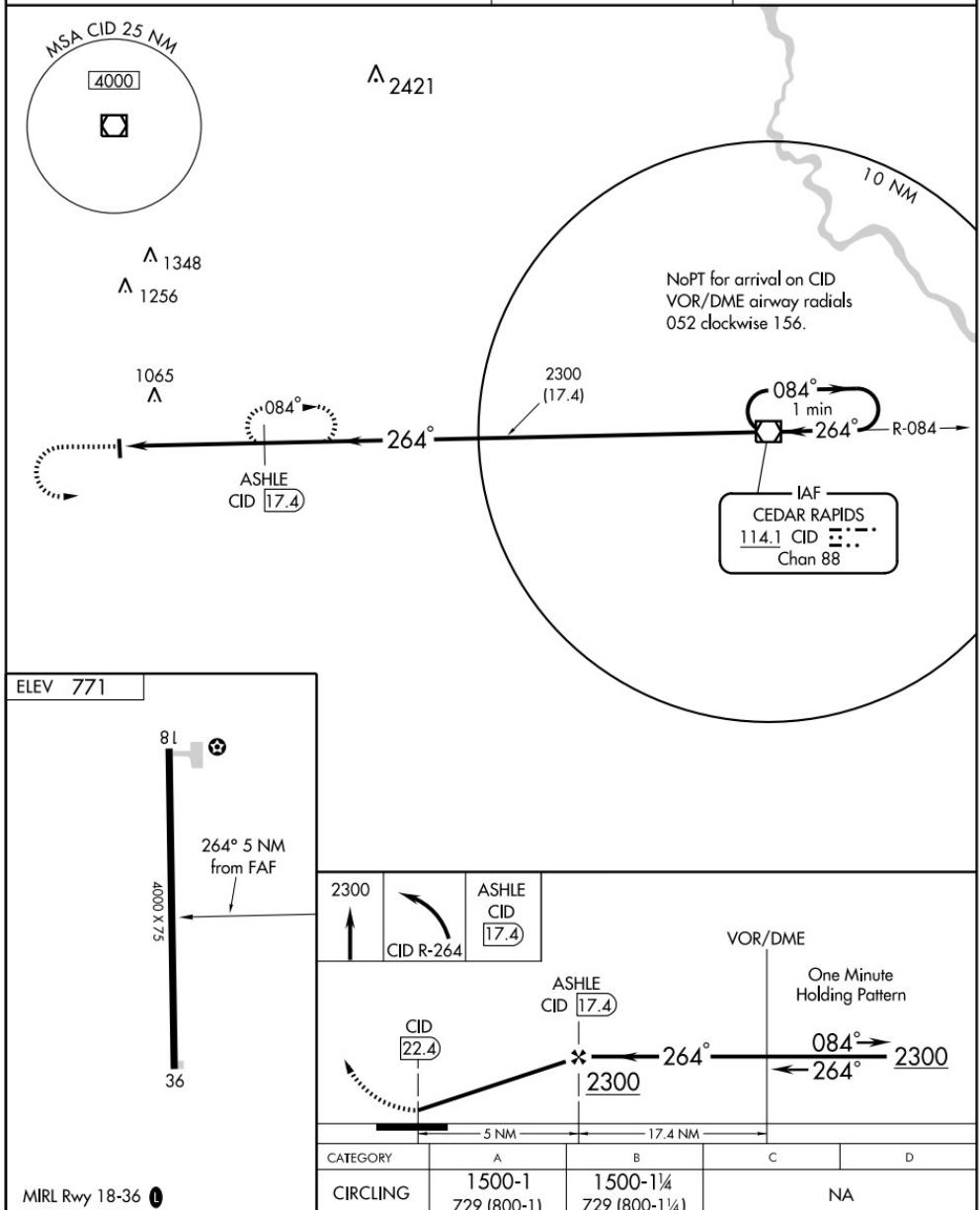
CEDAR RAPIDS APP CON *

119.7 266.8

CTAF

122.9

122.8 0



BLOOMFIELD, IOWA

AL-6415 (FAA)

NDB RWY 36

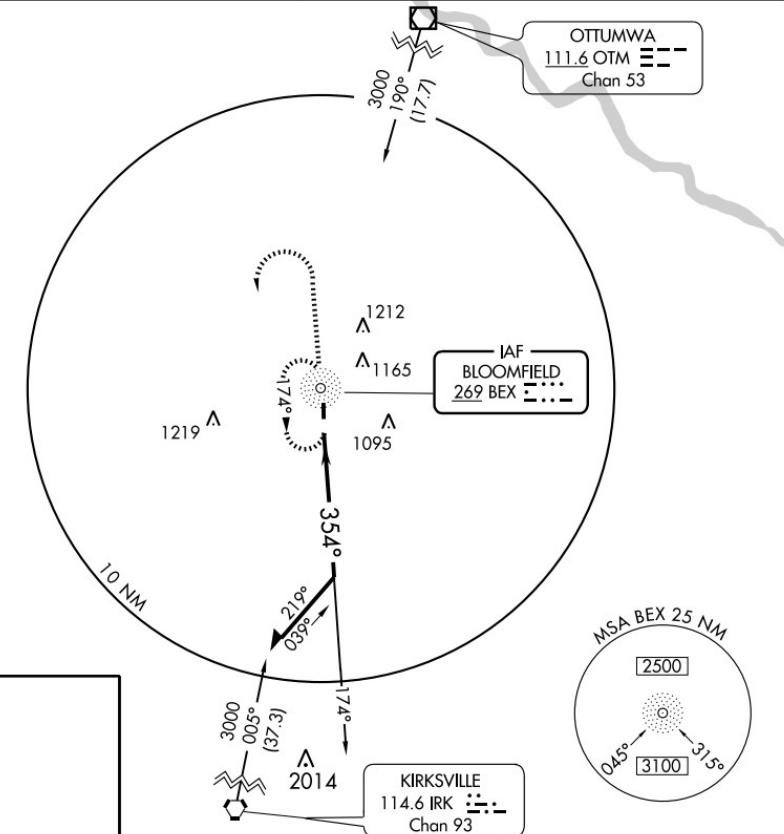
BLOOMFIELD MUNI (4K6)

NDB BEX 269	APP CRS 354°	Rwy Idg 3401 TDZE 888 Apt Elev 888
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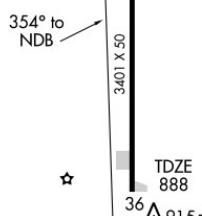
▼ Use Ottumwa altimeter setting; when not available, procedure NA.

▲ NA

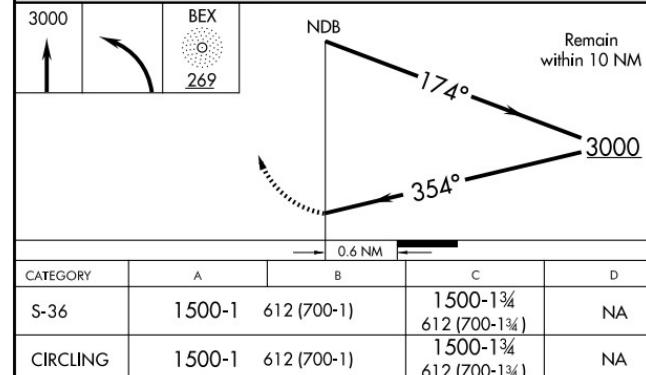
MISSSED APPROACH: Climb to 3000 then left turn direct BEX NDB and hold.

CHICAGO CENTER
118.15 354.1UNICOM
122.8 (CTAF) 0

ELEV 888



MIRL Rwy 18-36 0



N-3-17 DEC 2006 014147

BLOOMFIELD, IOWA

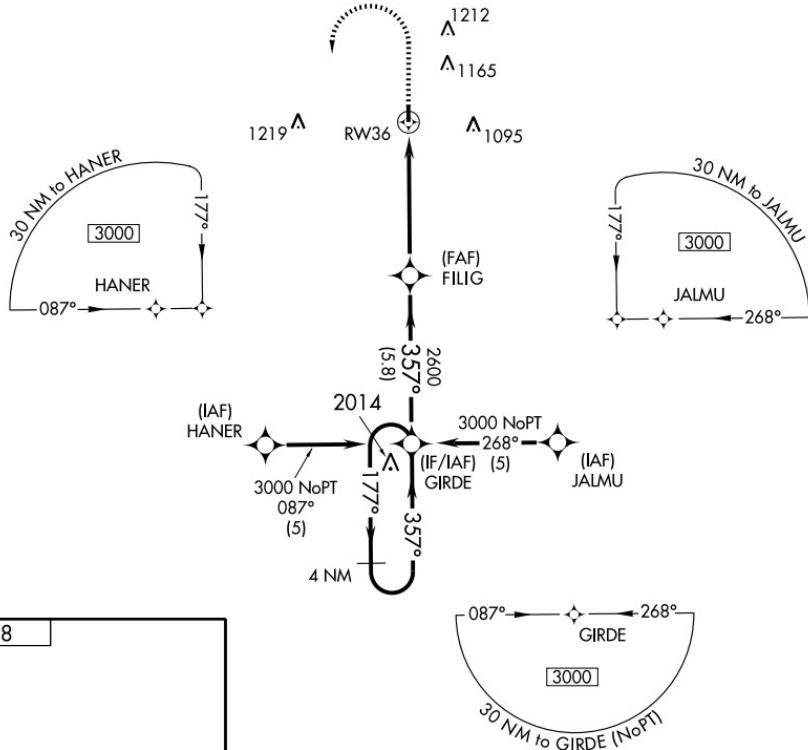
AL-6415 (FAA)

APP CRS
357°Rwy Idg 3401
TDZE 888
Apt Elev 888RNAV (GPS) RWY 36
BLOOMFIELD MUNI (4K6)

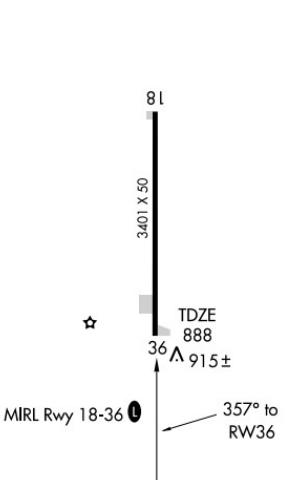
▼ Use Ottumwa altimeter setting; when not available, procedure NA.

▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSIED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GIRDE WP and hold.

CHICAGO CENTER
118.15 354.1UNICOM
122.8 (CTAF) 0

ELEV 888



CATEGORY	A	B	C	D
	LNAV MDA	1340-1 452 (500-1)	1340-1 1/4 452 (500-1/4)	NA
CIRCLING	1440-1 552 (600-1)	1520-1 1/4 632 (700-1 1/4)	NA	

BOONE, IOWA

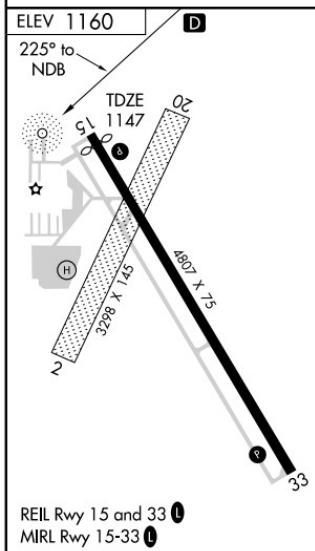
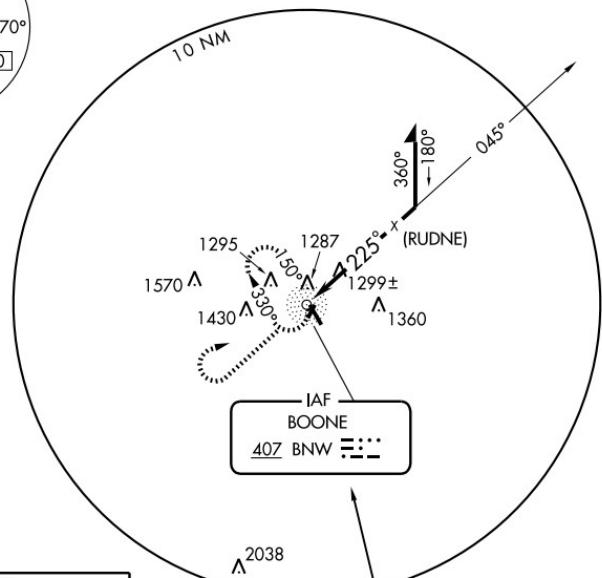
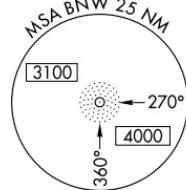
AL-5512 (FAA)

NDB BNW 407	APP CRS 225°	Rwy Idg TDZE Apt Elev	N/A 1147 1160
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COPTER NDB or GPS 225°

BOONE MUNI (BNW)

  NA	MISSSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.		
AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 0	



BOONE, IOWA

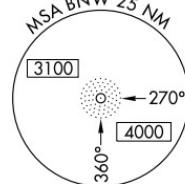
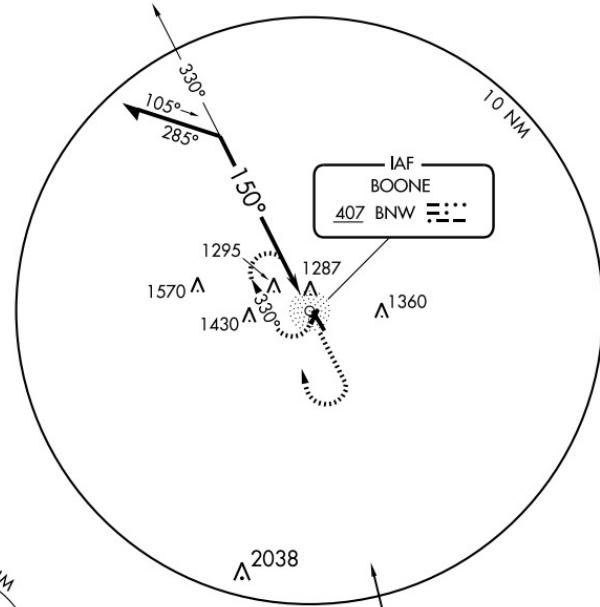
AL-5512 (FAA)

NDB RWY 15

BOONE MUNI(BNW)

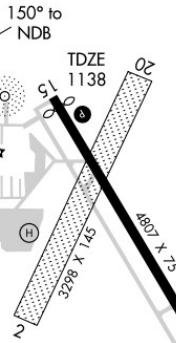
NDB BNW 407	APP CRS 150°	Rwy Idg 4667 TDZE 1138 Apt Elev 1160
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V NA	MISSSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.	
AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF)

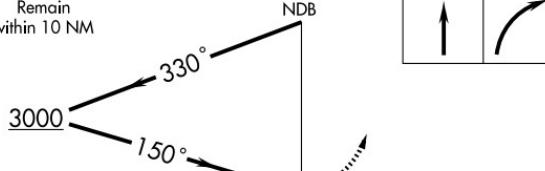


DES MOINES
117.5 DSM
Chan 122

ELEV 1160 D



Remain
within 10 NM



3000 ↑

BNW
407

CATEGORY	A	B	C	D
S-15	1820-1 682 (700-1)		NA	
CIRCLING	1820-1 660 (700-1)		NA	

REIL Rwy 15 and 33 L
MIRL Rwy 15-33 L

NDB RWY 33

BOONE MUNI (BNW)

NDB BNW	APP CRS	4807
407	320°	TDZE
		1138
		Apt Elev
		1160

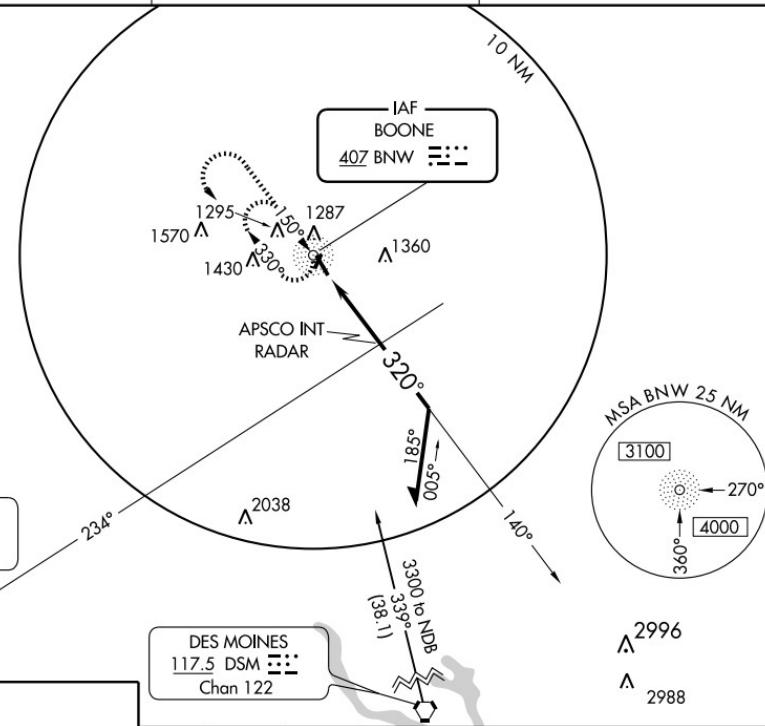
▼
▲ NA

MISSED APPROACH: Climb to 3000 then left turn direct BNW NDB and hold.

AWOS-3
120.925

DES MOINES APP CON
123.9 307.15

UNICOM
123.0 (CTAF) 0



ELEV 1160 [D]

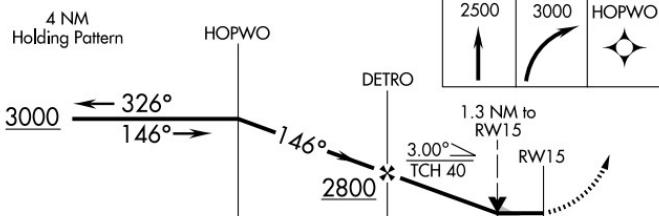
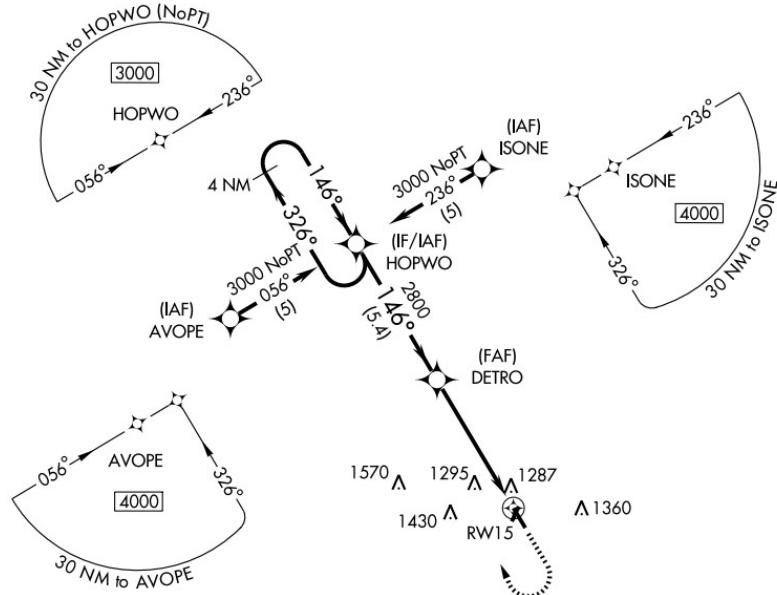


CATEGORY	A	B	C	D
S-33	2180-1½ 1042 (1100-1½)	2180-1½ 1042 (1100-1½)		NA
CIRCLING	2180-1½ 1020 (1100-1½)	2180-1½ 1020 (1100-1½)		NA
APSCO FIX MINIMUMS				
S-33	1660-1 522 (500-1)			NA
CIRCLING	1660-1 500 (500-1)			NA

APP CRS
146°Rwy Idg 4667
TDZE 1138
Apt Elev 1160RNAV (GPS) RWY 15
BOONE MUNI (BNW)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSIED APPROACH: Climb to 2500 then climbing right turn to 3000 direct HOPWO WP and hold.

AWOS-3
120.925DES MOINES APP CON
123.9 307.15UNICOM
123.0 (CTAF) 0

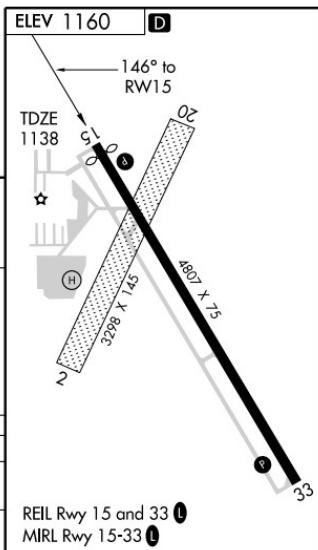
CATEGORY	A	B	C	D
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LNAV MDA 1580-1 442 (500-1)

NA

CIRCLING 1600-1
440 (500-1) 1620-1
460 (500-1)

NA

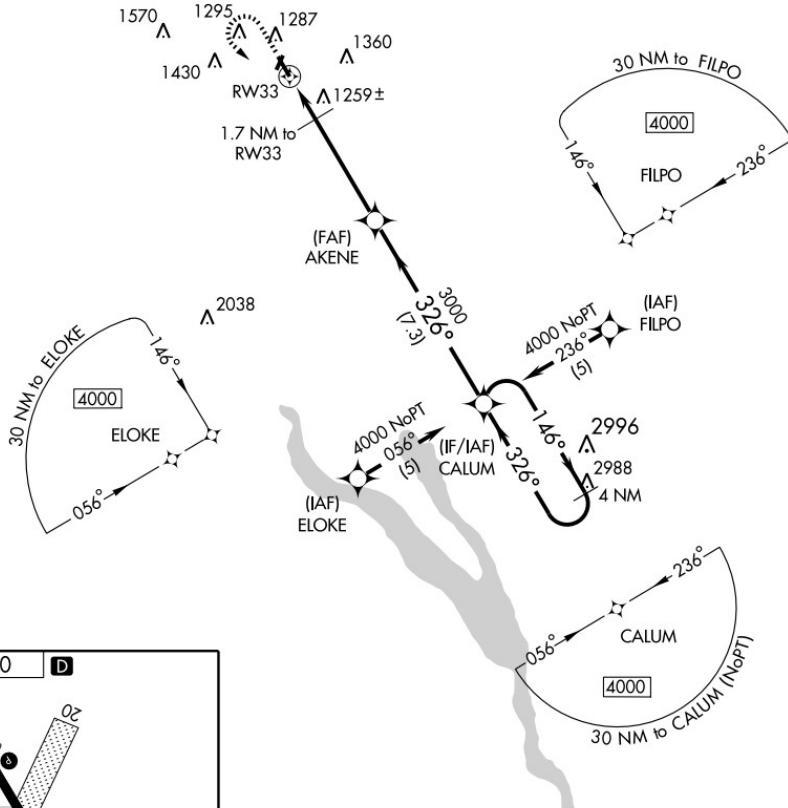


BOONE, IOWA

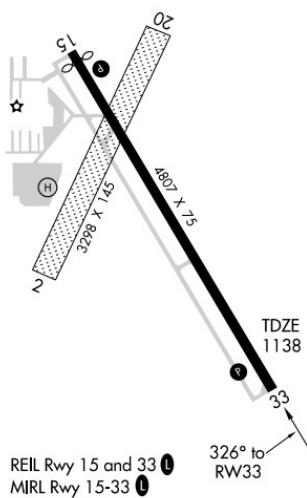
AL-5512 (FAA)

APP CRS
326°Rwy Idg 4807
TDZE 1138
Apt Elev 1160RNAV (GPS) RWY 33
BOONE MUNI (BNW)

 GPS or RNP-0.3 required.  DME/DME RNP-0.3 NA.	MISSSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct CALUM WP and hold.	
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AWOS-3
120.925DES MOINES APP CON
123.9 307.15UNICOM
123.0 (CTAF) 0

ELEV 1160 D



CATEGORY	A	B	C	D
LNAV MDA	1520-1	382 (400-1)		NA
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)		NA

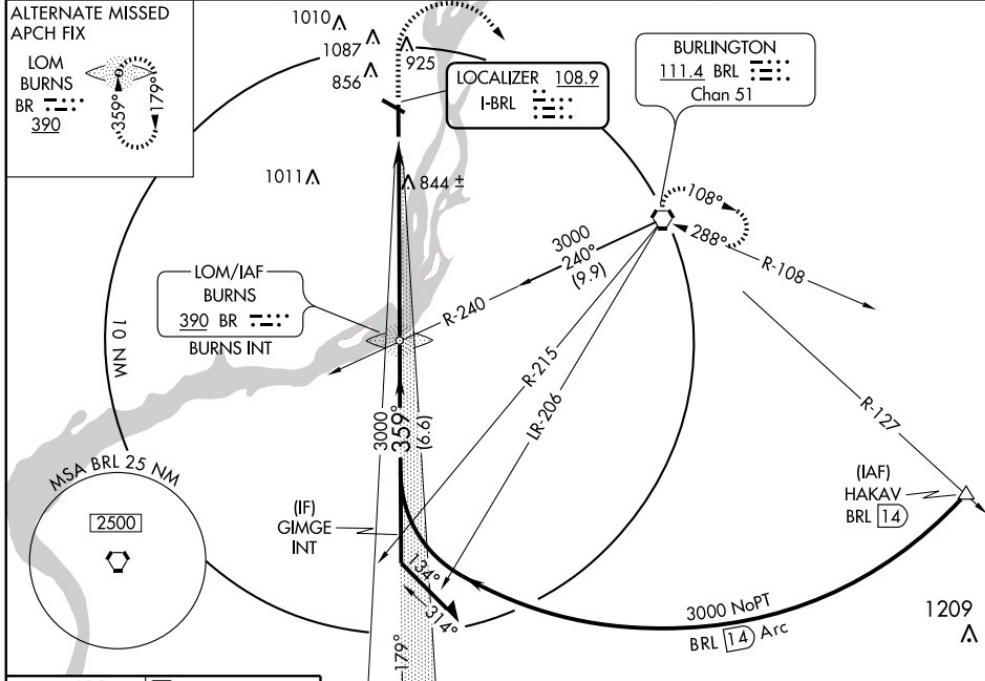
LOC I-BRL	APP CRS	Rwy Idg 6102
108.9	359°	694
		TDZE 698
		Apt Elev

ILS or LOC RWY 36

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

V When local altimeter setting not received, use Fort Madison altimeter setting and increase DA 31 feet, all MDA 40 feet, and Cat D Circling visibility $\frac{1}{4}$ mile.	MALSR A5	MISSIED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VORTAC and hold.
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ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 0
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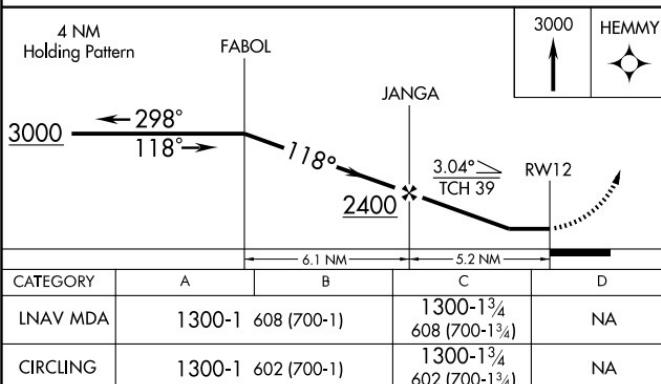
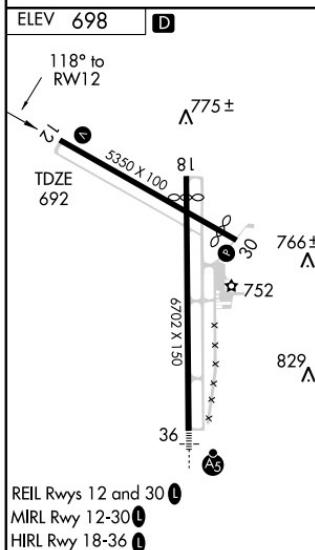
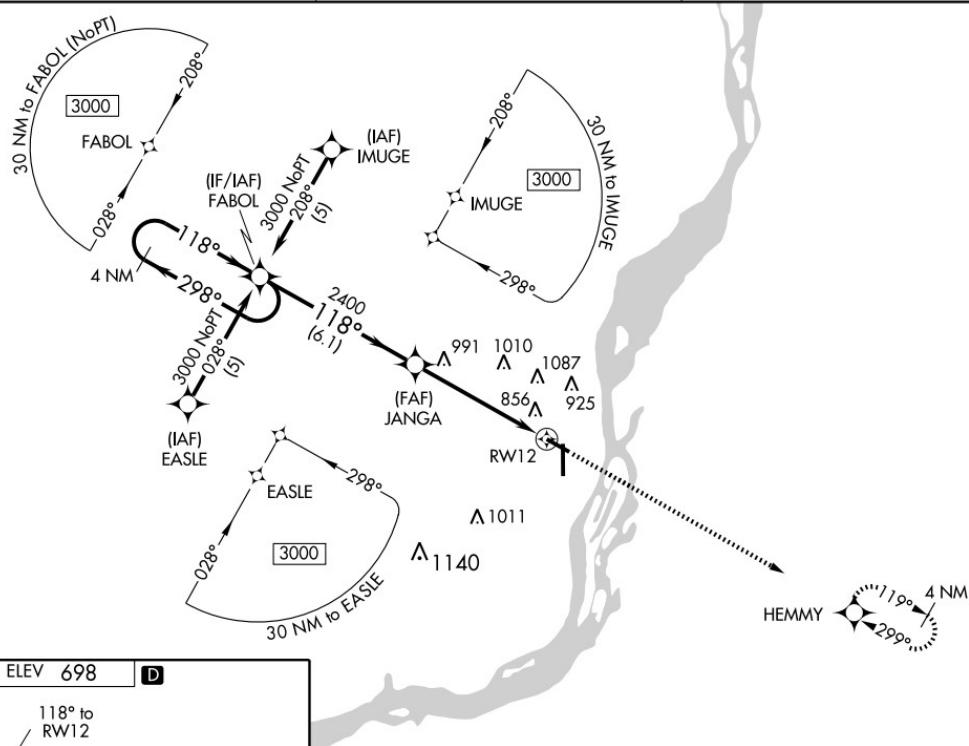
RNAV (GPS) RWY 12

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

APP CRS 118°	Rwy Idg 5350
TDZE	692
Apt Elev	698

V DME/DME RNP-0.3 NA.
A Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct HEMMY and hold.

ASOS
118.025CHICAGO CENTER
135.6 370.95UNICOM
123.0 (CTAF)

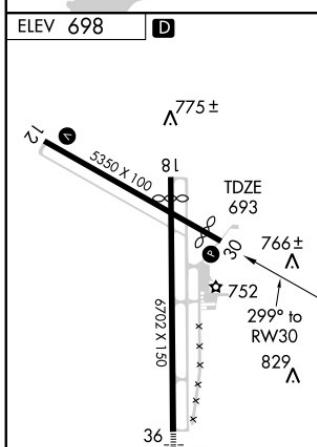
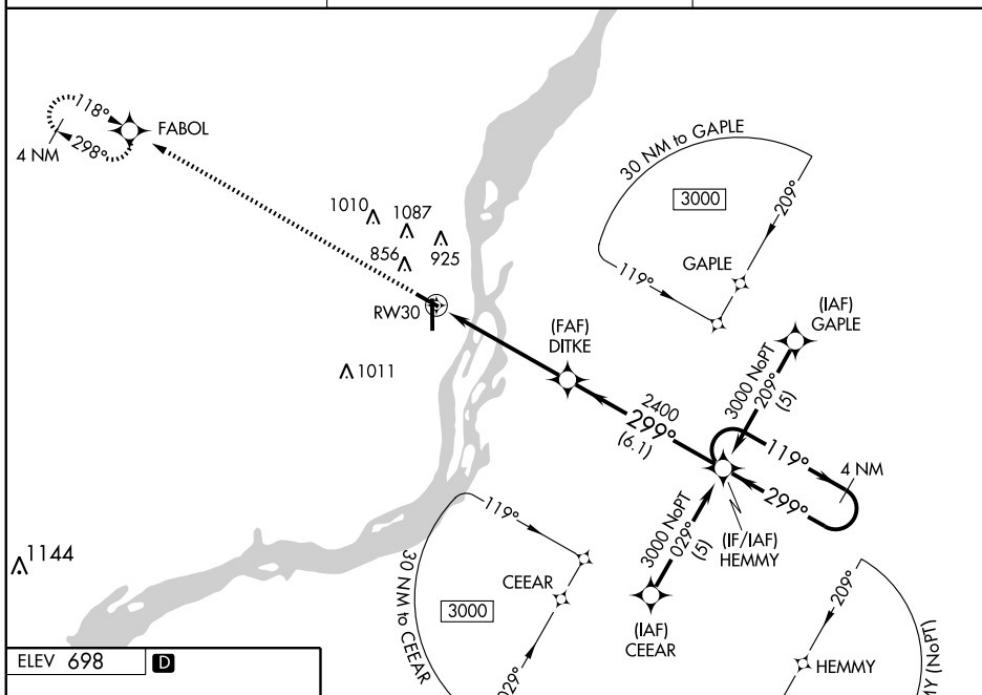
RNAV (GPS) RWY 30

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

APP CRS 299°	Rwy Idg 4850
TDZE 693	Apt Elev 698

V DME/DME RNP-0.3 NA.
A Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, and LNAV Cat C visibility $\frac{1}{4}$ mile.

MISSSED APPROACH: Climb to 3000 direct FABOL and hold.

ASOS
118.025CHICAGO CENTER
135.6 370.95UNICOM
123.0 (CTAF)

REIL Rwy 12 and 30

MIRL Rwy 12-30

HIRL Rwy 18-36

CATEGORY	A	B	C	D
LNAV MDA	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)	1160-1½ 462 (500-1½)	NA	NA

RNAV (GPS) RWY 36

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

WAAS CH 42711 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	6102 694 698
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T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F)

or above 54°C (130°F). DME/DME RNP- 0.3 NA.

A When local altimeter setting not received, use Fort Madison altimeter setting and increase all DA 31 feet, all MDA 40 feet.

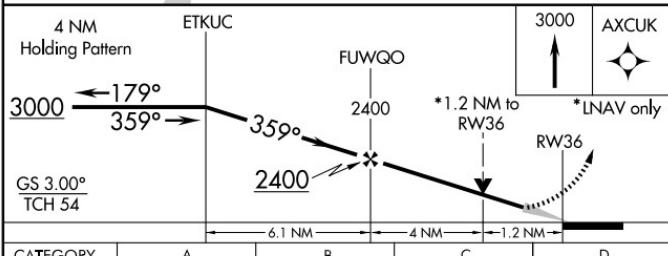
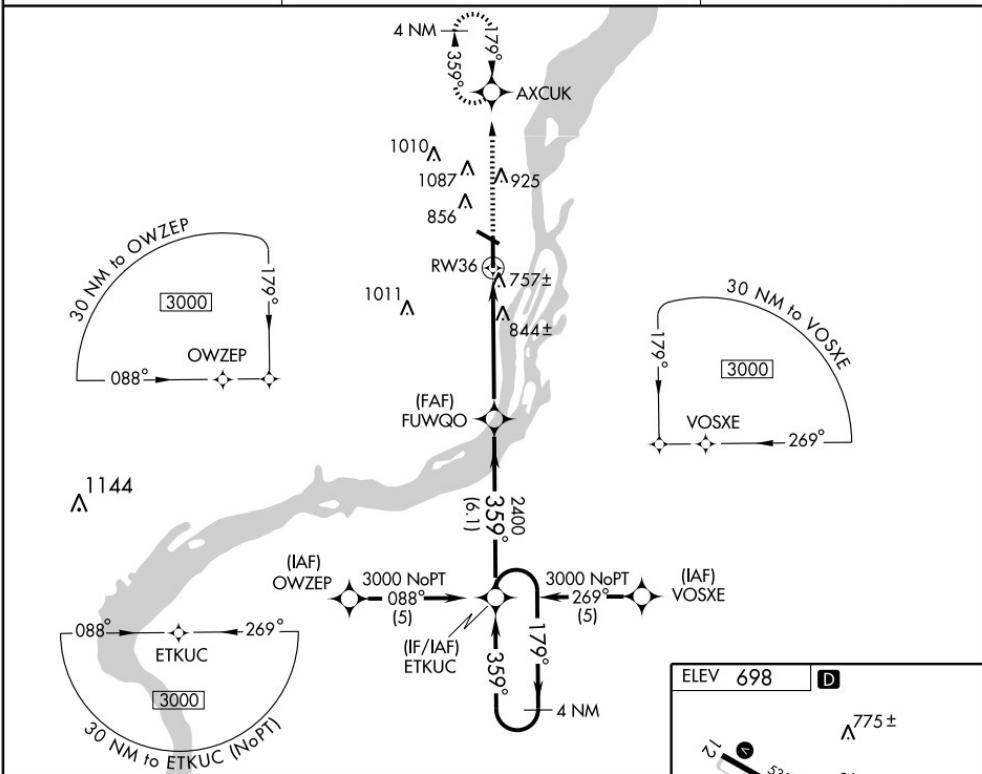
VDP and Baro-VNAV NA when using Fort Madison altimeter setting.

ALSR

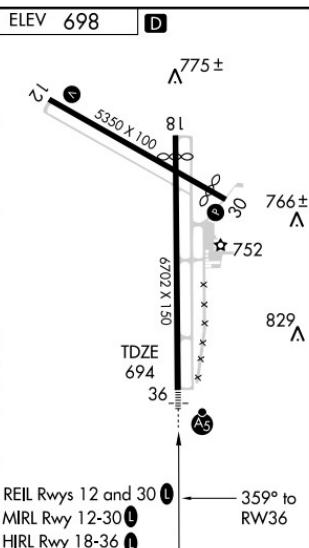
5

MISSED APPROACH: Climb to 3000 direct AXCUK and hold, continue climb-in-hold to 3000.

ASOS 118,025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 0
------------------------	---------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA		894-½ 200 (200-½)		NA
LNAV/VNAV DA		1026-¾ 332 (400-¾)		NA
LNAV MDA	1100-½ 406 (500-½)		1100-¾ 406 (500-¾)	NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA



BURLINGTON, IOWA

AL-69 (FAA)

VORTAC BRL <u>111.4</u> Chan 51	APP CRS 108°	Rwy Idg TDZE Apt Elev	5350 692 698
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VOR/DME RWY 12

BURLINGTON/SOUTHEAST IOWA RGNL(BRL)

T Visibility reduction by helicopters NA

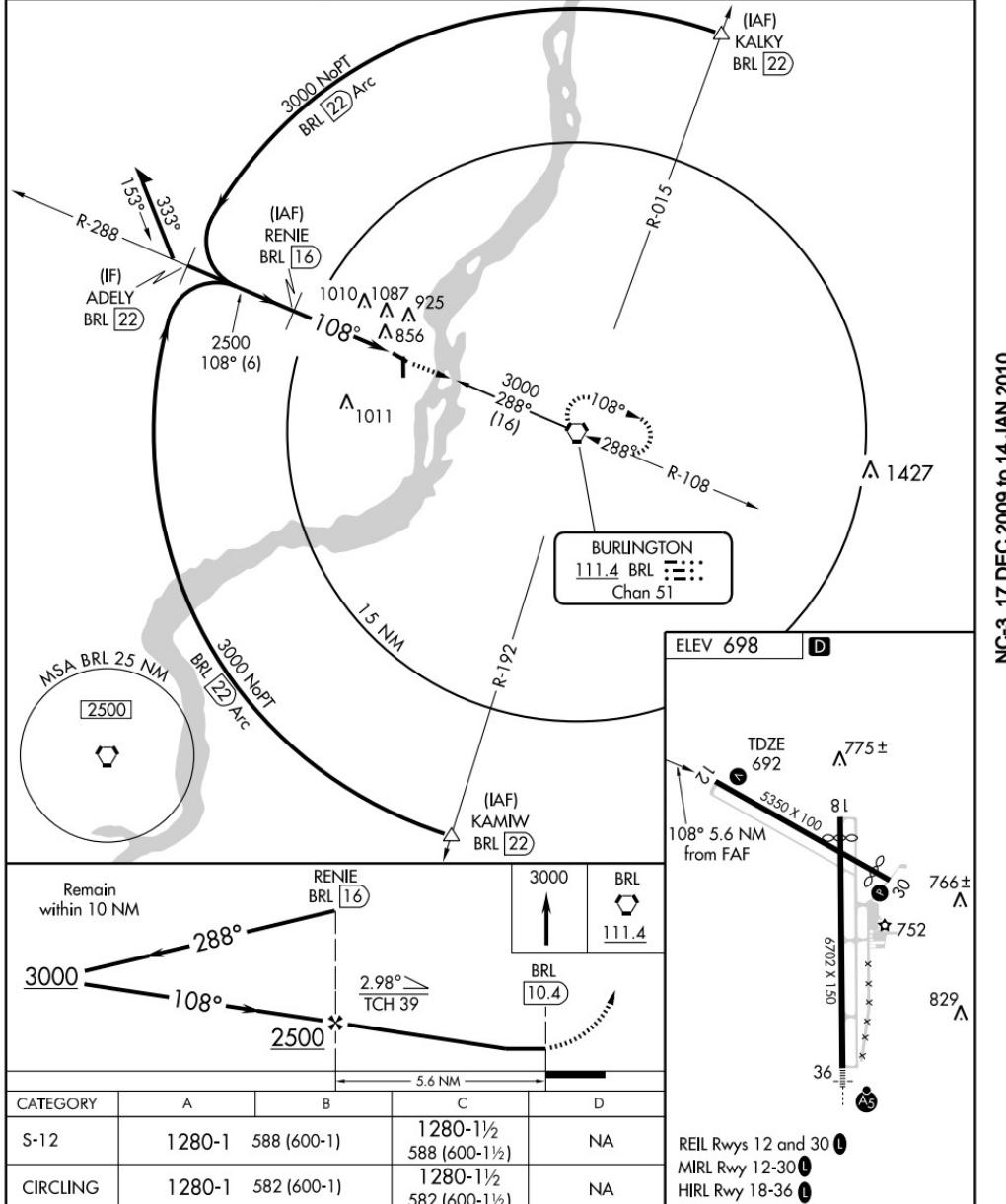
A When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase S-12 and circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 direct BRL VORTAC and hold.

ASOS
118,025

**CHICAGO CENTER
135.6 370.95**

UNICOM
123.0 (CTAF)



VOR RWY 30

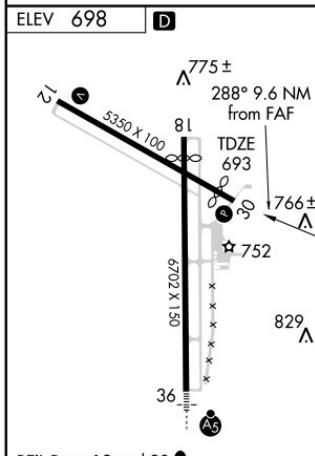
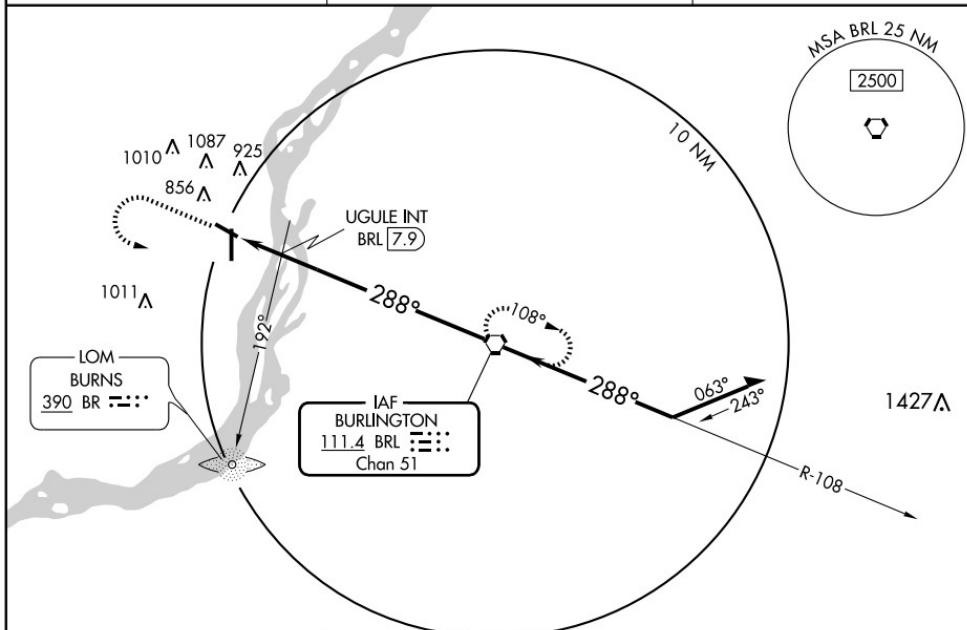
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

VORTAC BRL	APP CRS	Rwy Idg 4850
111.4	TDZE	693
Chan 51	Apt Elev	698

T Visibility reduction by helicopters NA.

A When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase all Cat C visibility $\frac{1}{4}$ mile.

MISSSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VORTAC and hold.

ASOS
118.025CHICAGO CENTER
135.6 370.95UNICOM
123.0 (CTAF) 0

2000	3000	BRL 111.4	*1300 when using Fort Madison altimeter setting.
VORTAC			Remain within 10 NM
UGULE INT BRL [7.9]	288° 1260*	3000	VGSI and descent angles not coincident.
BRL 9.6	2.89° TCH 45	1.7 NM 7.9 NM	
CATEGORY	A	B	C
S-30	1260-1 567 (600-1)	1260-1½ 567 (600-1½)	NA
CIRCLING	1260-1 562 (600-1)	1260-1½ 562 (600-1½)	NA
UGULE FIX MINIMUMS			
S-30	1080-1 387 (400-1)		NA
CIRCLING	1160-1 462 (500-1)	1160-1½ 462 (500-1½)	NA

FAF to MAP 9.6 NM

Knots 60 90 120 150 180

Min:Sec 9:36 6:24 4:48 3:50 3:12

CARROLL, IOWA

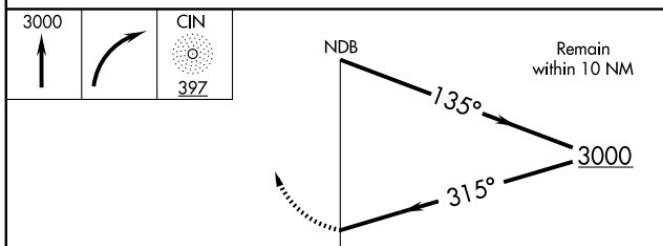
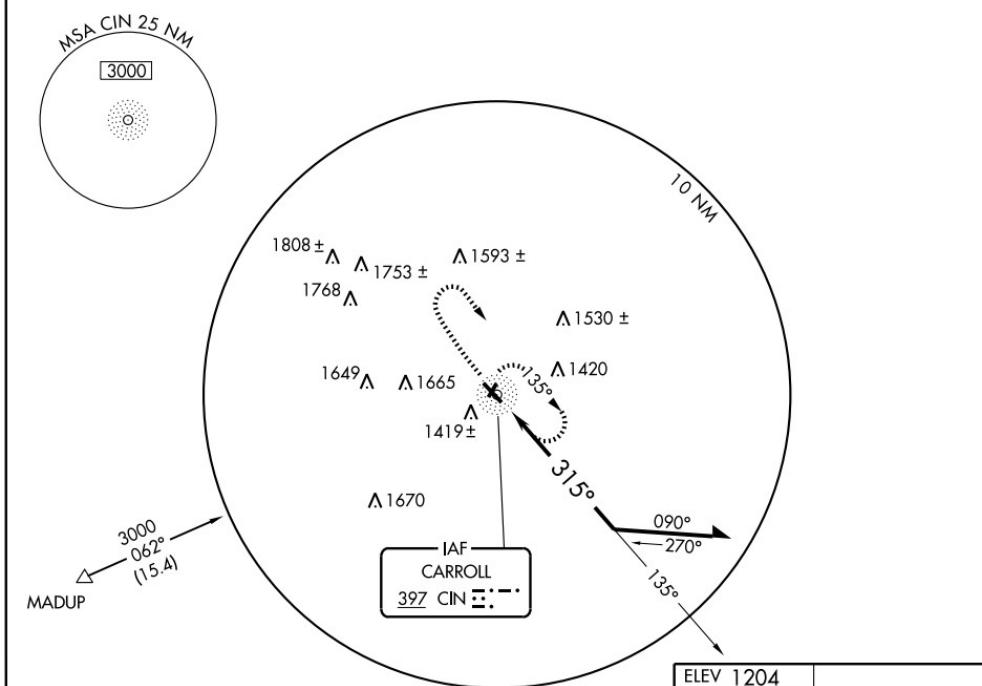
AL-5563 (FAA)

NDB RWY 31

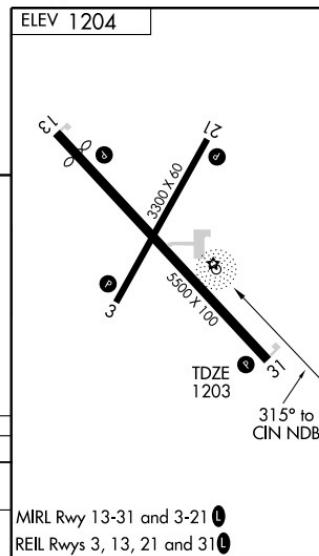
CARROLL/ARTHUR N. NEU (CIN)

NDB CIN	APP CRS	Rwy Idg	5500
397	315°	TDZE	1203
		Apt Elev	1204

V ▲ NA	MISSED APPROACH: Climb to 3000, then right turn direct CIN NDB and hold.
AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3
	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-31	1780-1 577 (600-1)		1780-1½ 577 (600-1½)	NA
CIRCLING	1780-1 576 (600-1)		1780-1½ 576 (600-1½)	NA



CARROLL, IOWA

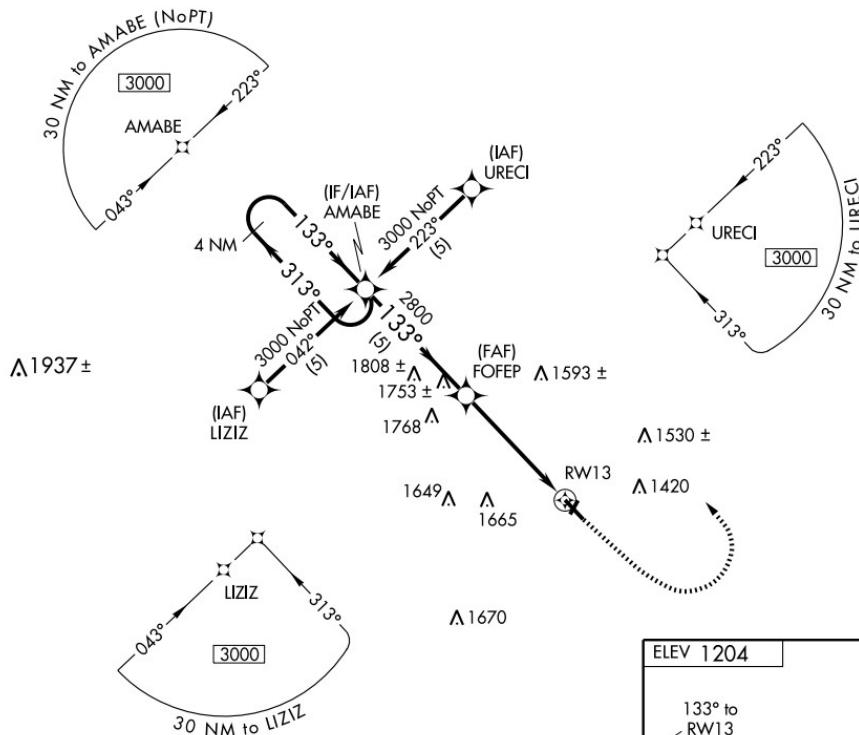
AL-5563 (FAA)

RNAV (GPS) RWY 13

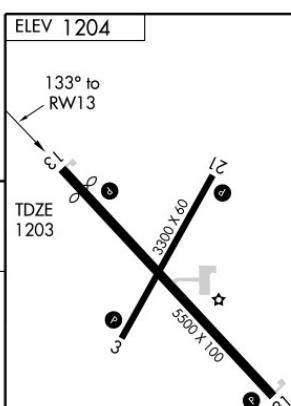
CARROLL/ARTHUR N. NEU (CIN)

APP CRS 133°	Rwy Idg 4995 1203 Apt Elev 1204
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V GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. A NA	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AMABE WP and hold.
AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3

UNICOM
122.8 (CTAF)

CATEGORY	A	B	C	D
LNAV MDA	1660-1 457 (500-1)		1660-1½ 457 (500-1½)	NA
CIRCLING	1720-1 516 (600-1)		1720-1½ 516 (600-1½)	NA

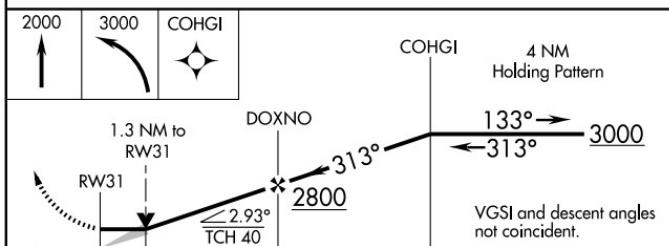
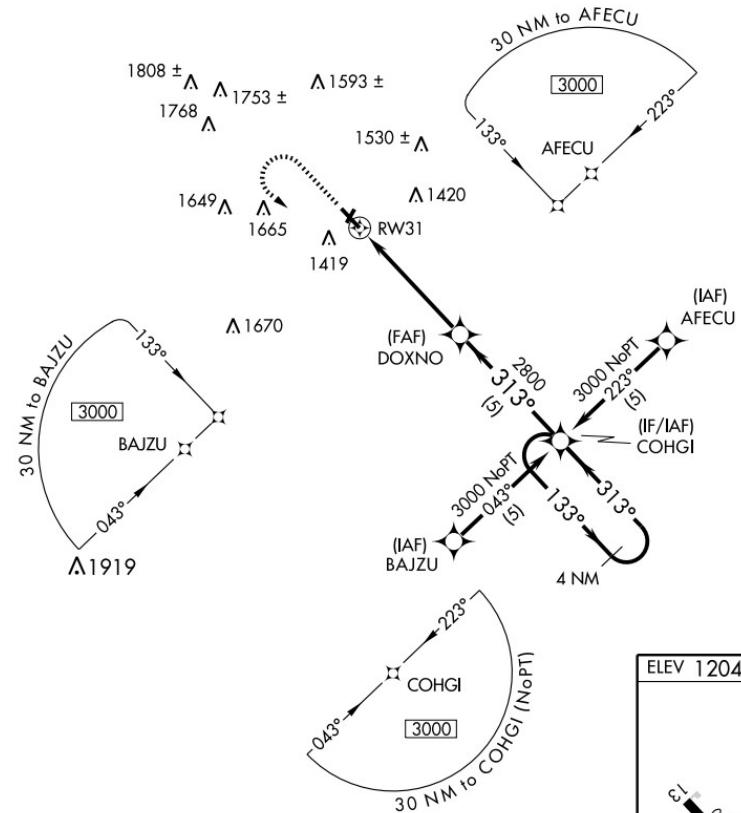
MIRL Rwy 13-31 and 3-21
REIL Rwy 3, 13, 21 and 31

RNAV (GPS) RWY 31

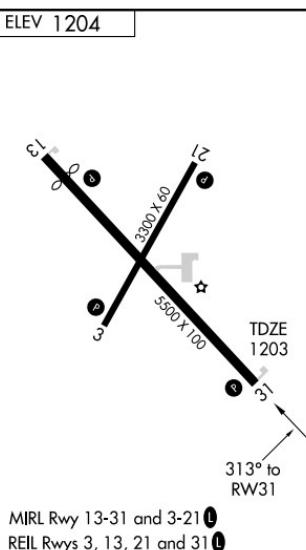
CARROLL/ARTHUR N. NEU (CIN)

APP CRS 313°	Rwy Idg 5500 TDZE 1203 Apt Elev 1204
------------------------	--

V	GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct COHGI WP and hold.
▲ NA		

AWOS-3
118.025MINNEAPOLIS CENTER
134.0 288.3UNICOM
122.8 (CTAF)

CATEGORY	A	B	C	D
LNAV MDA	1640-1 437 (500-1)		1640-1½ 437 (500-1½)	NA
CIRCLING	1720-1 516 (600-1)		1720-1½ 516 (600-1½)	NA

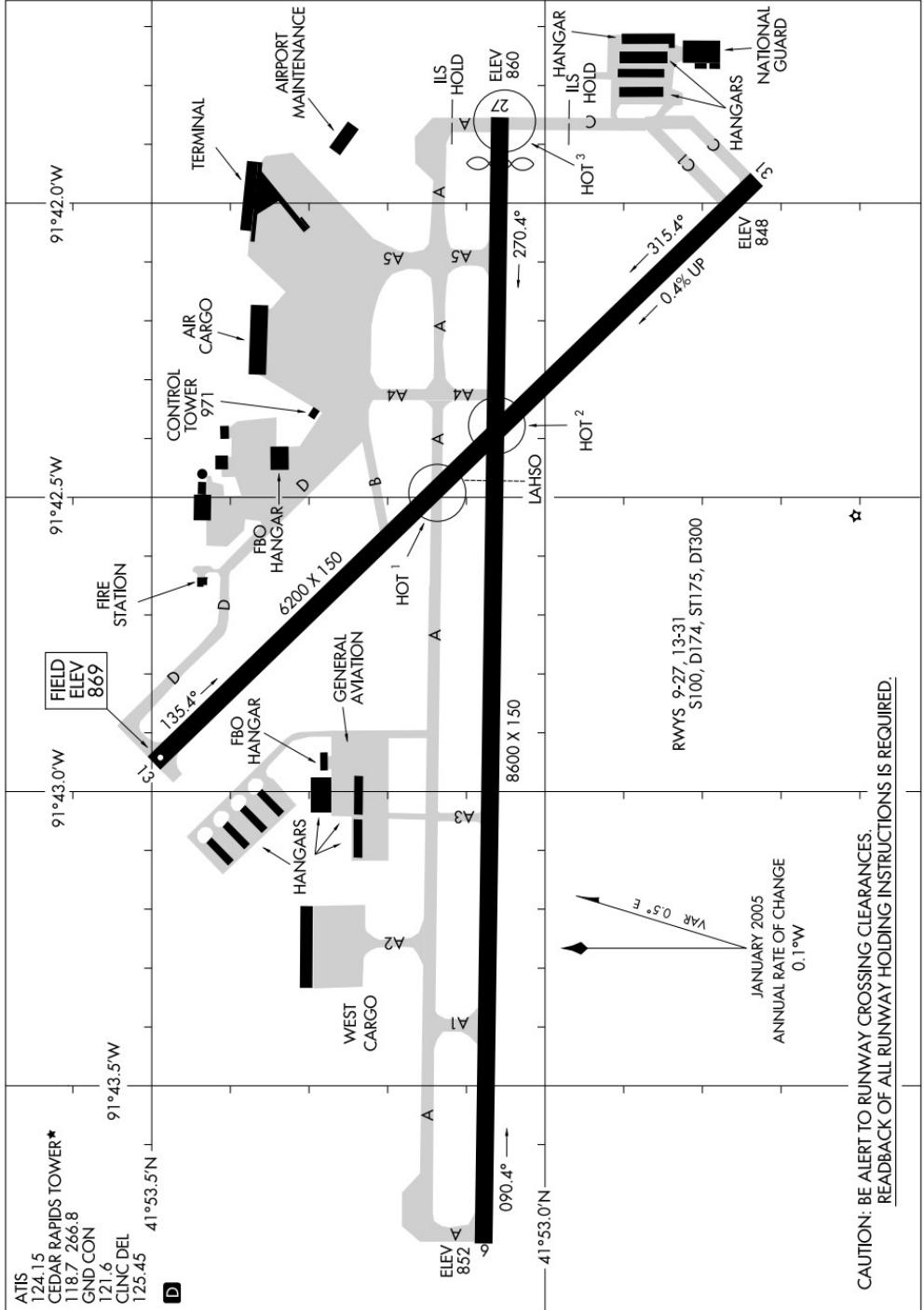


MIRL Rwy 13-31 and 3-21
REIL Rwy 3, 13, 21 and 31

AIRPORT DIAGRAM

AL-250 (FAA)

CEDAR RAPIDS/ THE EASTERN IOWA (CID)
CEDAR RAPIDS, IOWA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
-

ILS or LOC RWY 9

CEDAR RAPIDS/THE EASTERN IOWA (CID)

LOC I-CID	APP CRS	Rwy Idg	8175
109.3	089°	TDZE	855
		Apt Elev	869

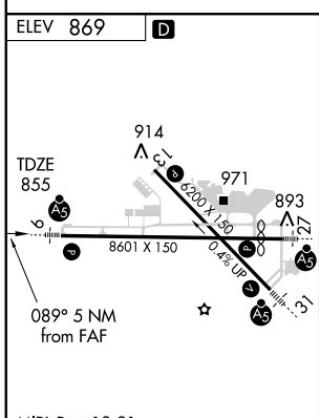
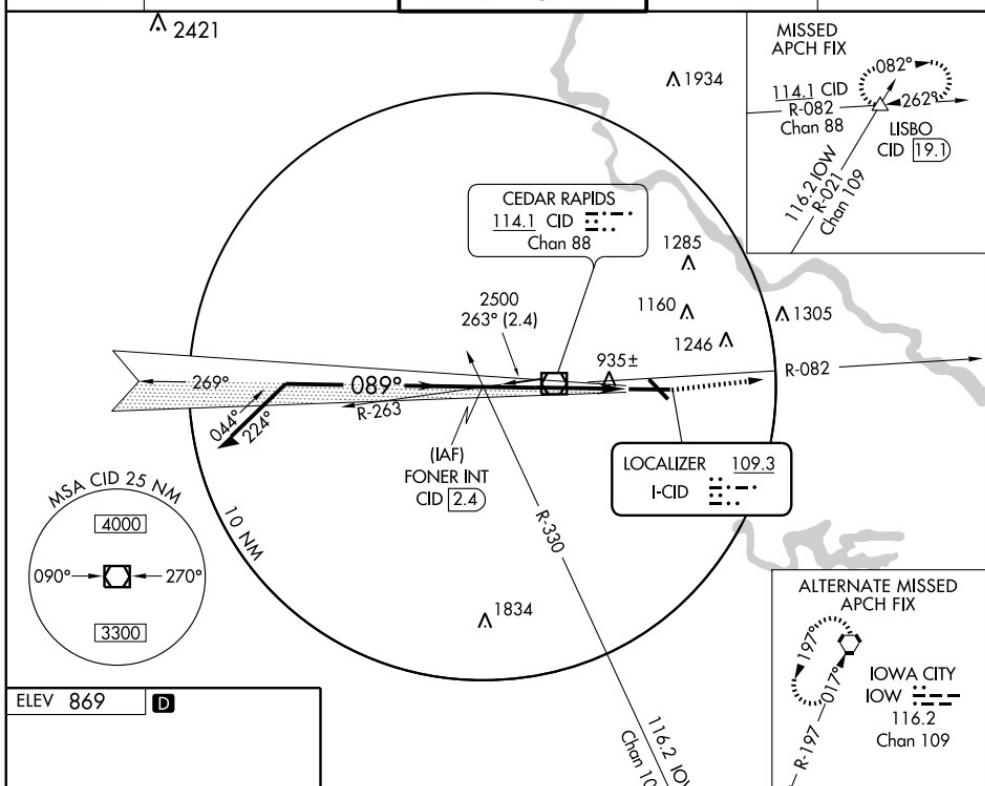
V If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet.
 A * RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSSED APPROACH: Climb to 2700 via CID R-082 to LISBO INT/CID 19.1 DME and hold.

ATIS 124.15	CEDAR RAPIDS APP CON★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 0 266.8	GND CON 121.6	CNLC DEL 125.45
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A 2421



MIRL Rwy 13-31
HIRL Rwy 9-27 0
REIL Rwy 13

FAF to MAP 5 NM

Knots 60 90 120 150 180

Min:Sec 5:00 3:20 2:30 2:00 1:40

CATEGORY	A	B	C	D
S-ILS 9	* 1055/24 200 (200-½)			
S-LOC 9	1200/24 345 (400-½)		1200/40 345 (400-¾)	
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

RNAV (GPS) RWY 9

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

WAAS CH 77603 W09A	APP CRS 089°	Rwy Idg TDZE Apt Elev	8175 855 869
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T Baro-VNAV NA when using Iowa City altimeter setting.

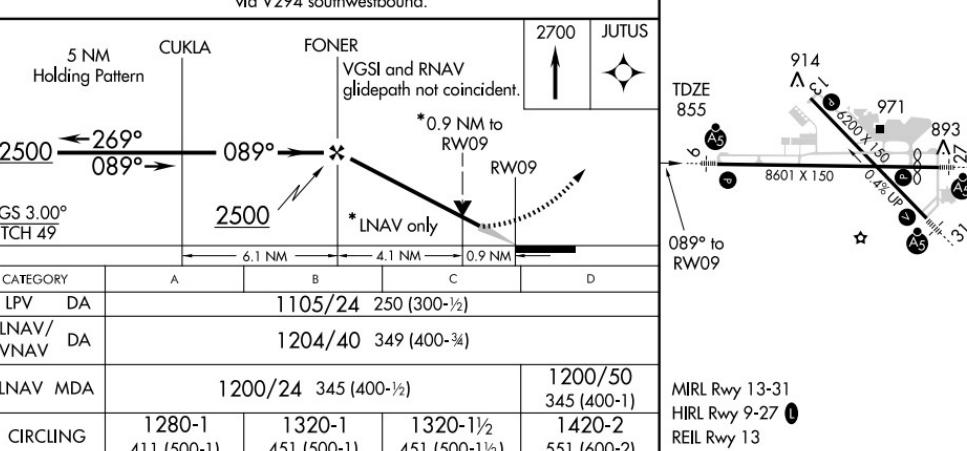
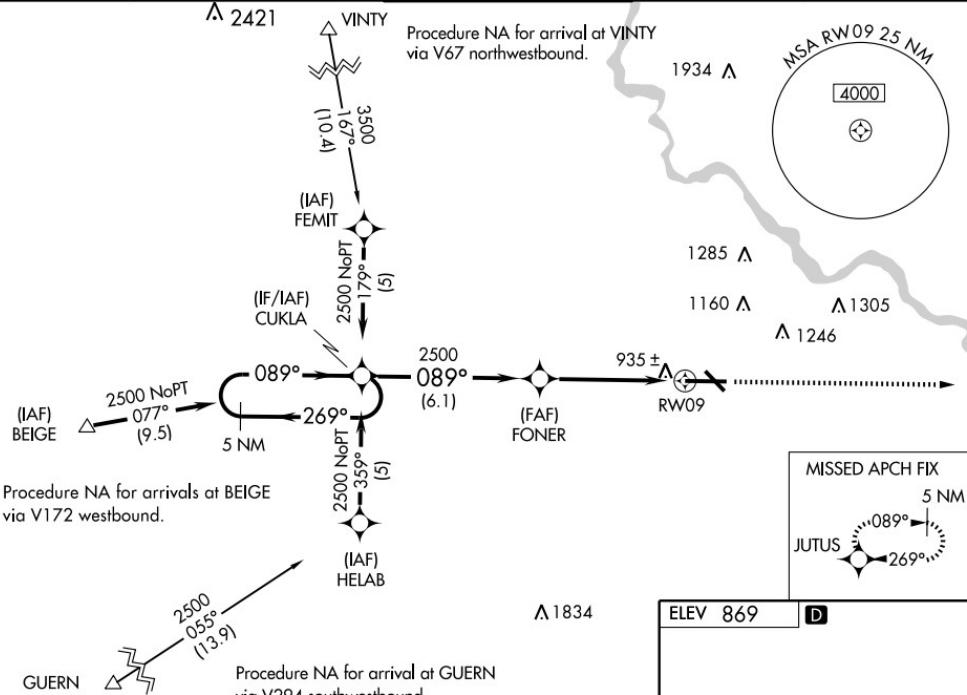
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Iowa City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. En route, MAIS is not NAV GAT capability. PDP 6000

For inoperative MALS R increase LNAV CAT D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2700 direct JUTUS and hold.

ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER ★ 118.7 (CTAF) 0 266.8	GND CON 121.6	CLNC DEL 125.45
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WAAS CH 72902 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	8175 862 869
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RNAV (GPS) RWY 27

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

Baro-VNAV NA when using Iowa City altimeter setting.

If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.

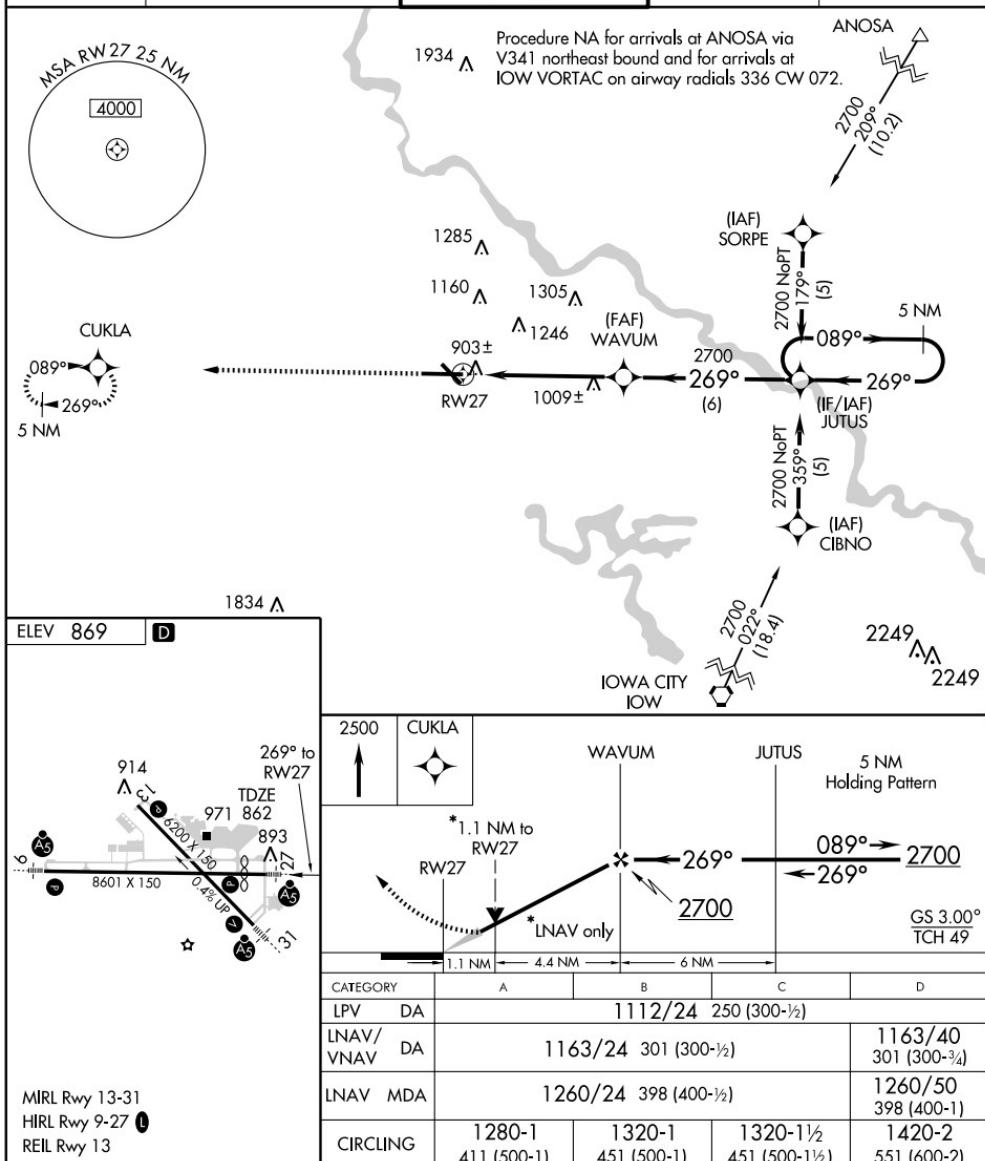
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2500 direct CUKLA and hold.

ATIS 124.15	CEDAR RAPIDS APP CON * 119.7 266.8	CEDAR RAPIDS TOWER * 118.7 (CTAF) 0 266.8	GND CON 121.6	CLNC DEL 125.45
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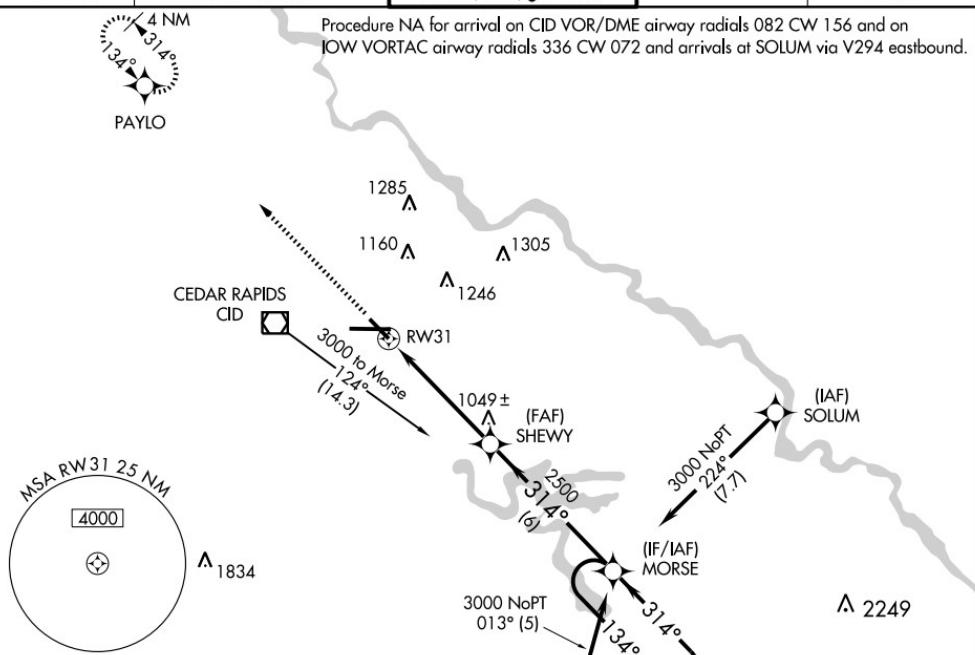
WAAS Chan 77503 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	6200 861 869
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RNAV (GPS) RWY 31

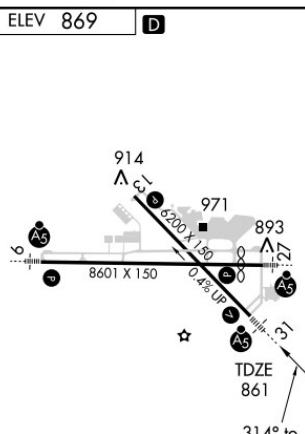
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

<p>▼ Baro-VNAV NA below -16°C (4°F). DME/DME RNP- 0.3 NA. Straight in minimums NA at night when control tower closed. For inoperative MALSR increase LNAV/VNAV CAT D visibility to 1 and LNAV CAT D visibility to 1½ mile.</p>	 MALSR  	<p>MISSIED APPROACH: Climb to 3000 direct PAYLO and hold.</p>
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ATIS 124.15	CEDAR RAPIDS APP CON ★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45
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ELEV 869



PAYLO

SHEWY

MORSE

4 NM Holding Pattern

*1.1 NM to RW31

RW31

*LNAV only

314°

2500

314°

134°

3000

GS 3.00°
TCH 43

-1.1 3.9 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	1120-½ 259 (300-½)			
LNAV/ VNAV DA	1140-½ 279 (300-½)			1140-¾ 279 (300-¾)
LNAV MDA	1240-½ 379 (400-½)			1240-1 379 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

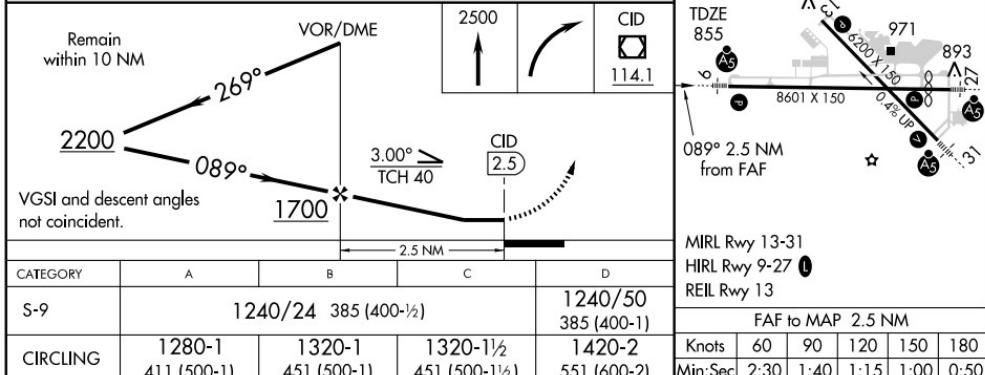
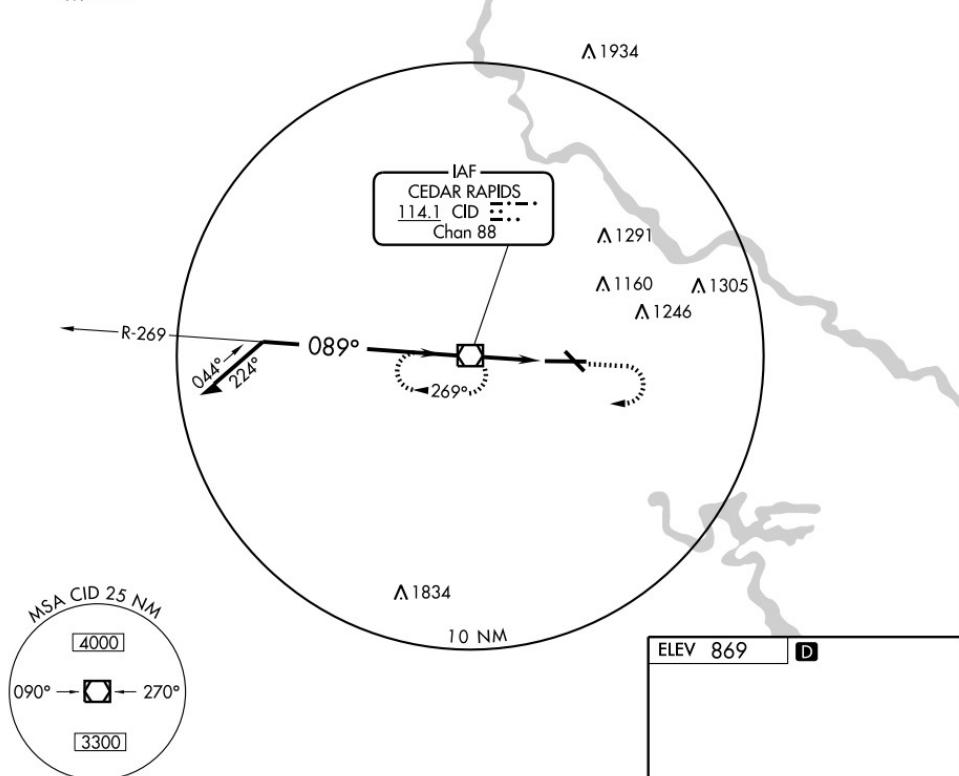
VOR RWY 9

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

VOR/DME CID 114.1 Chan 88	APP CRS 089°	Rwy Idg 8175 TDZE 855 Apt Elev 869
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V For inoperative MALSR increase S-9 Cat D visibility to RVR 6000.		MALSR 	MISSSED APPROACH: Climb to 2500 then right turn direct CID VOR/DME and hold.	
ATIS 124.15	CEDAR RAPIDS APP CON★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45

A 2421



VOR RWY 27

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

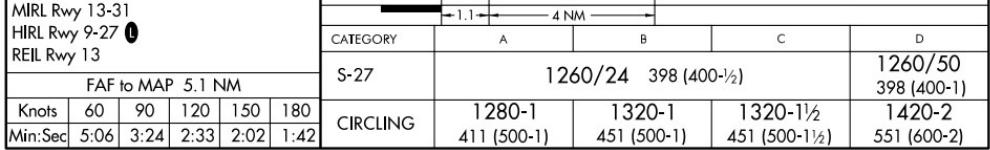
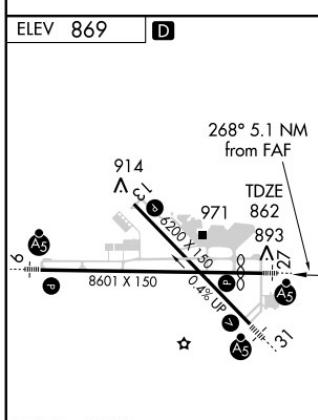
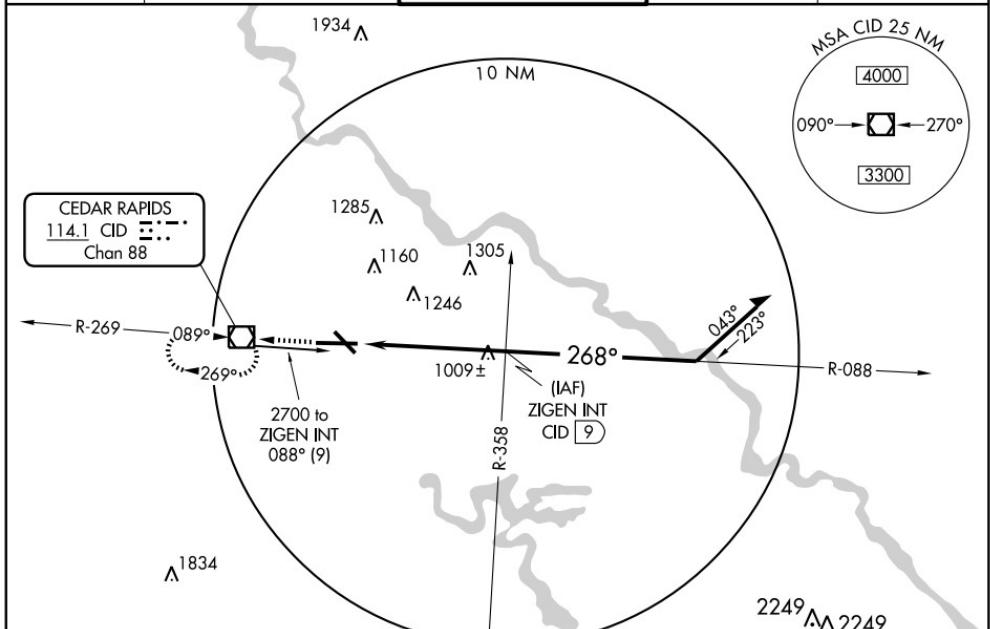
VOR/DME CID 114.1 Chan 88	APP CRS 268°	Rwy Idg 8175 TDZE 862 Apt Elev 869
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MALS R

MISSSED APPROACH: Climb to 2900 direct
CID VOR/DME and hold, continue
climb-in-hold to 2900.

V If local altimeter setting not received, use Iowa City altimeter setting and increase all MDAs 80 feet.
A For inoperative MALS R increase S-27 Cat. D visibility to RVR 6000. VDP NA with Iowa City altimeter setting.

ATIS 124.15	CEDAR RAPIDS APP CON★ 119.7 266.8	CEDAR RAPIDS TOWER★ 118.7 (CTAF) 0 266.8	GND CON 121.6	CLNC DEL 125.45
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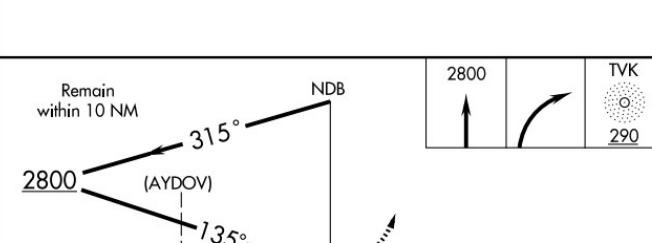
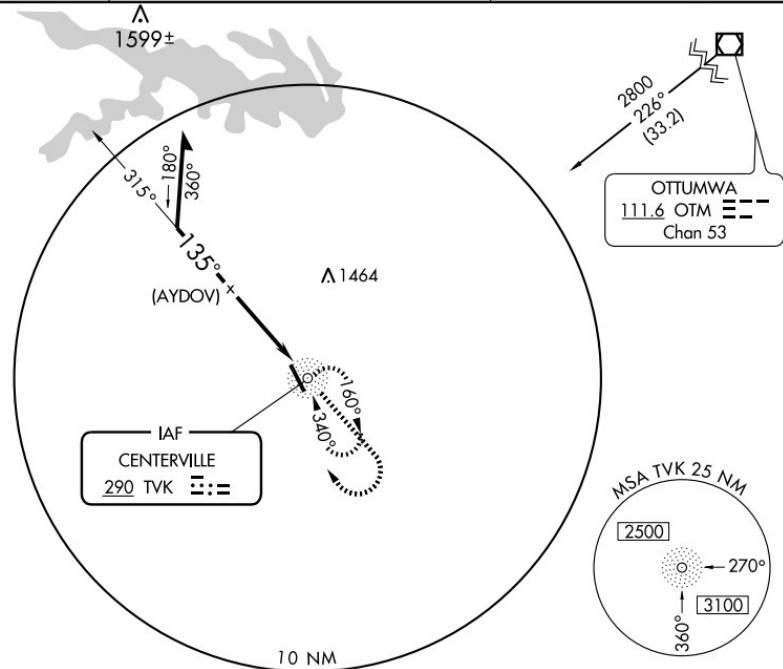


NDB TVK 290	APP CRS 135°	Rwy Idg 4099 TDZE 1023 Apt Elev 1028
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NDB or GPS RWY 16

CENTERVILLE MUNI (TVK)

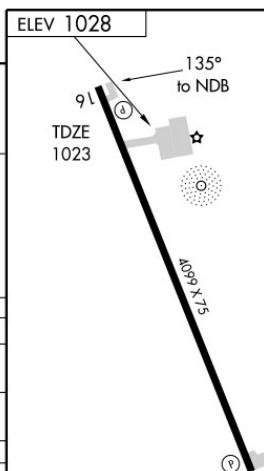
ANA	When local altimeter setting not received, use Des Moines altimeter setting.	MISSED APPROACH: Climb to 2800 then right turn direct TVK NDB and hold.
ASOS 123.775	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-16	1740-1	717 (800-1)	1740-2 717 (800-2)	1740-2 1/4 717 (800-2 1/4)
CIRCLING	1740-1	712 (800-1)	1740-2 712 (800-2)	1740-2 1/4 712 (800-2 1/4)

DES MOINES ALTIMETER SETTING MINIMUMS

S-16	1900-1 877 (900-1)	1900-1 1/4 877 (900-1 1/4)	1900-2 1/2 877 (900-2 1/2)	1900-2 3/4 877 (900-2 3/4)
CIRCLING	1900-1 872 (900-1)	1900-1 1/4 872 (900-1 1/4)	1900-2 1/2 872 (900-2 1/2)	1900-2 3/4 872 (900-2 3/4)



CENTERVILLE, IOWA

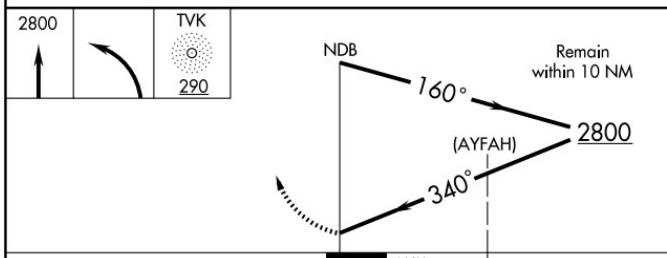
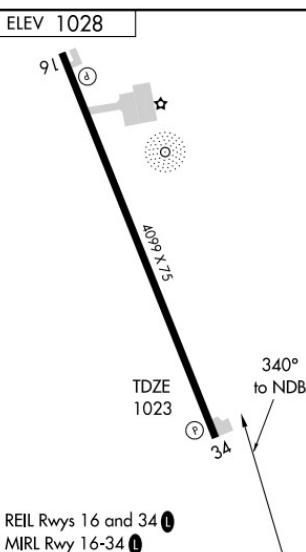
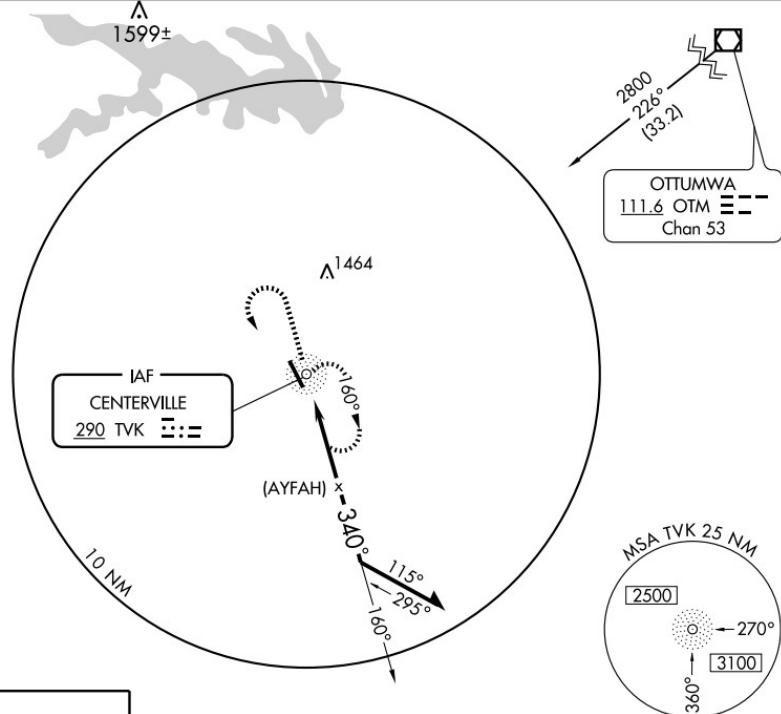
AL-6869 (FAA)

NDB TVK 290	APP CRS 340°	Rwy Idg 4099 TDZE 1023 Apt Elev 1028
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NDB or GPS RWY 34

CENTERVILLE MUNI (TVK)

▲ NA	When local altimeter setting not received, use Des Moines altimeter setting.	MISSED APPROACH: Climb to 2800 then left turn direct TVK NDB and hold.
ASOS 123.775	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 1



CATEGORY	A	B	C	D
S-34	1640-1	617 (700-1)	1640-1 1/4 617 (700-1 1/4)	1640-2 617 (700-2)
CIRCLING	1640-1	612 (700-1)	1640-1 1/4 612 (700-1 1/4)	1640-2 612 (700-2)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-34	1780-1 757 (800-1)	1780-1 1/4 757 (800-1 1/4)	1780-2 1/4 757 (800-2 1/4)	1780-2 1/2 757 (800-2 1/2)
CIRCLING	1780-1 752 (800-1)	1780-1 1/4 752 (800-1 1/4)	1780-2 1/4 752 (800-2 1/4)	1780-2 1/2 752 (800-2 1/2)

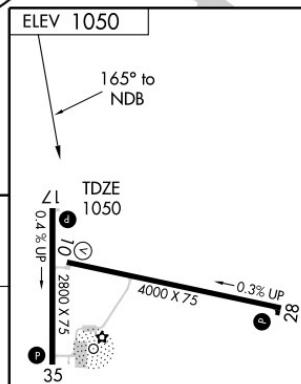
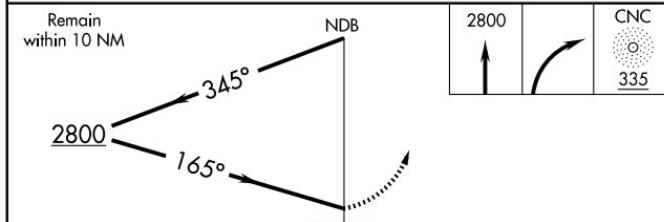
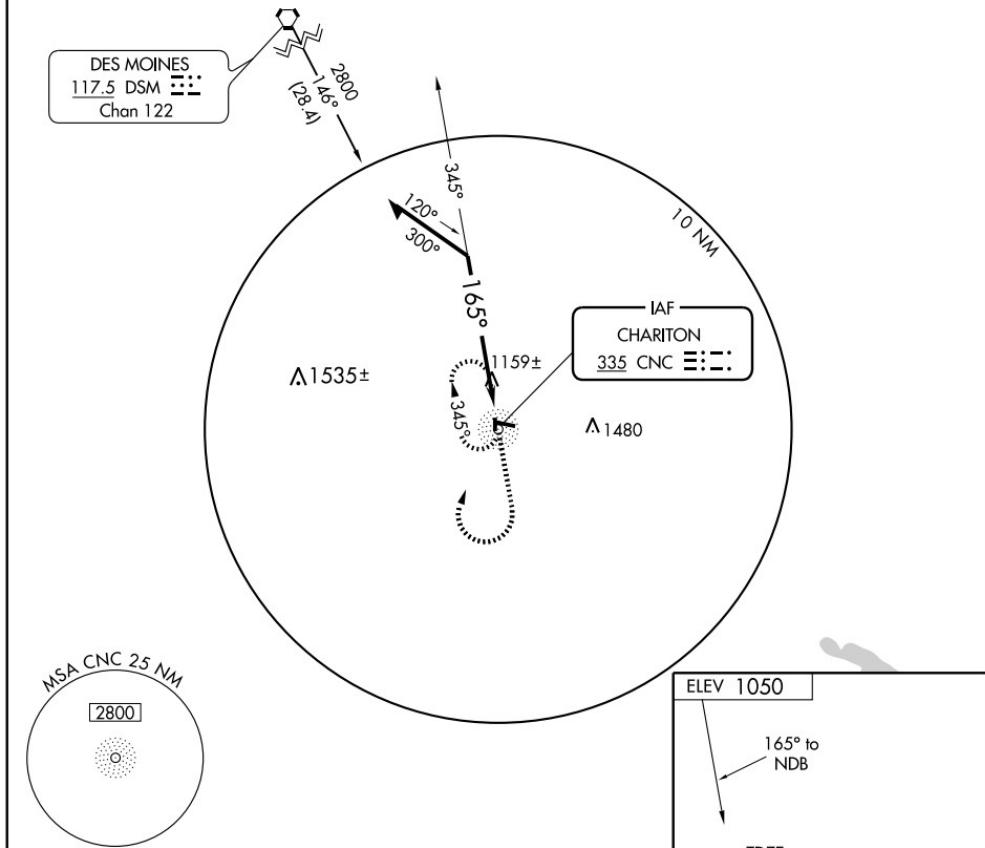
CHARITON, IOWA

AL-6068 (FAA)

NDB CNC 335	APP CRS 165°	Rwy Idg 2800 TDZE 1050 Apt Elev 1050
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NDB RWY 17
CHARITON MUNI (CNC)

NA	MISSSED APPROACH: Climb to 2800 then right turn direct CNC NDB and hold.	
AWOS-3 125.525	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-17	1520-1	470 (500-1)	1520-1½ 470 (500-1½)	NA
CIRCLING	1520-1	470 (500-1)	1520-1½ 470 (500-1½)	NA

REIL Rwy 10,17,28 and 35

MIRL Rwy 10-28 and 17-35

RNAV (GPS) RWY 10

CHARITON MUNI (CNC)

APP CRS 099°	Rwy Idg 4000
TDZE 1046	Apt Elev 1050

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.
A VDP NA when using Lamoni altimeter setting.

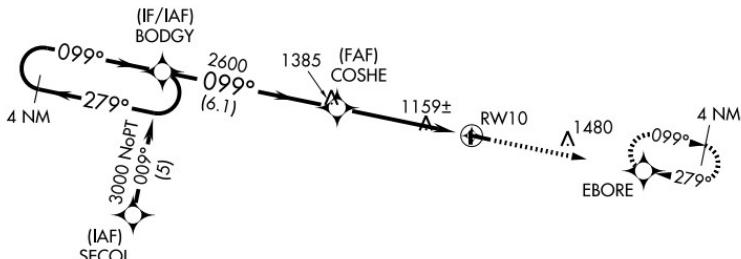
MISSED APPROACH:
Climb to 3000 direct EBORE and hold.

AWOS-3
125.525

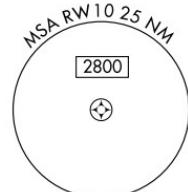
DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) L

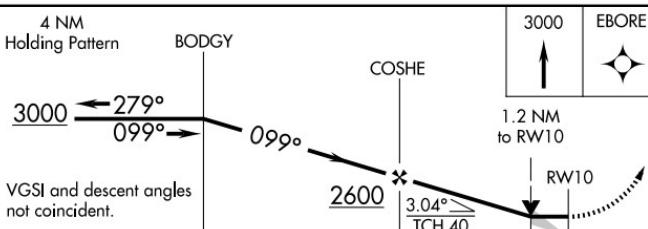
Procedure NA for arrivals
at WIVEY
via V13-77-161 northbound.



Procedure NA for arrivals
at OHGEE
via V216 northeast bound
and V175 southeast bound.



1599± A



CATEGORY	A	B	C	D
LNAV MDA	1440-1	394 (400-1)		NA
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)		NA

ELEV 1050

099° to
RW10



REL Rwy 10, 17, 28 and 35 L
MIRL Rwy 10-28 and 17-35 L

RNAV (GPS) RWY 17

CHARITON MUNI (CNC)

APP CRS 177°	Rwy Idg 2800
TDZE 1050	Apt Elev 1050

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.

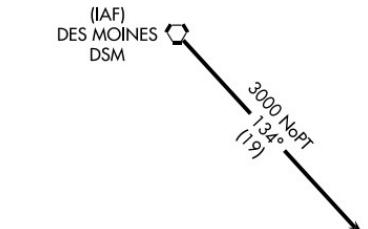
MISSED APPROACH: Climbing left turn to 3000 direct YOUTO and hold.

AWOS-3
125.525

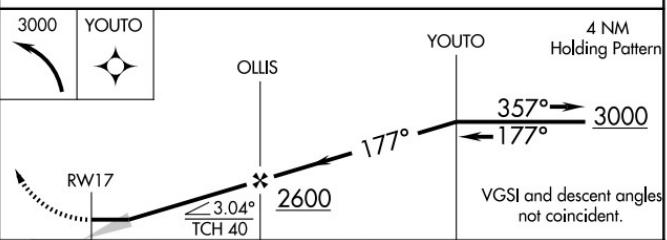
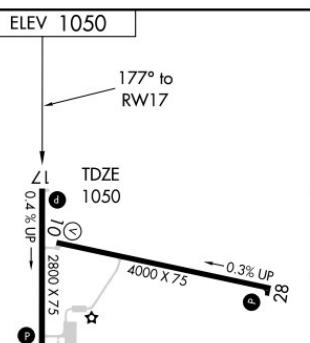
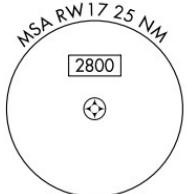
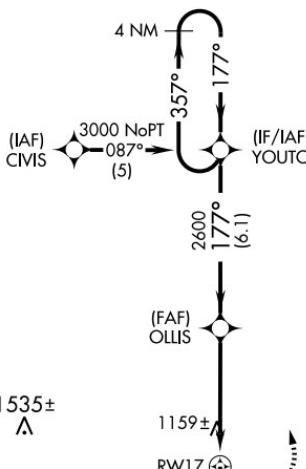
DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 

Procedure NA for arrivals
at DSM VORTAC
via airway radials 079 CW 189.



WIVEY  3000
094° (11.6)



CATEGORY	A	B	C	D
LNAV MDA	1460-1	410 (500-1)		NA
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)		NA

REIL Rwy 10, 17, 28 and 35 
MIRL Rwy 10-28 and 17-35 

CHARITON, IOWA

AL-6068 (FAA)

VORTAC DSM 117.5 Chan 122	APP CRS 146°	Rwy Idg TDZE Apt Elev	2800 1050 1050
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VOR or GPS RWY 17

CHARITON MUNI (CNC)



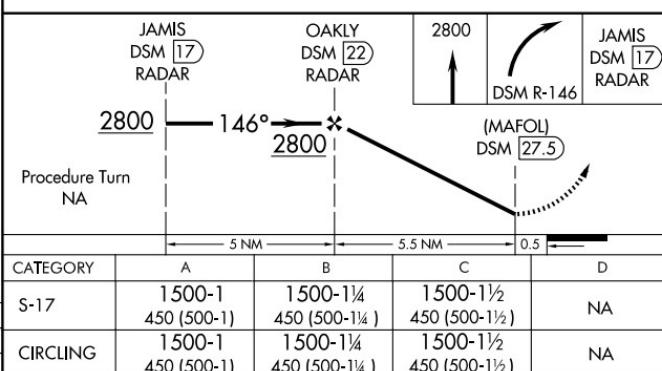
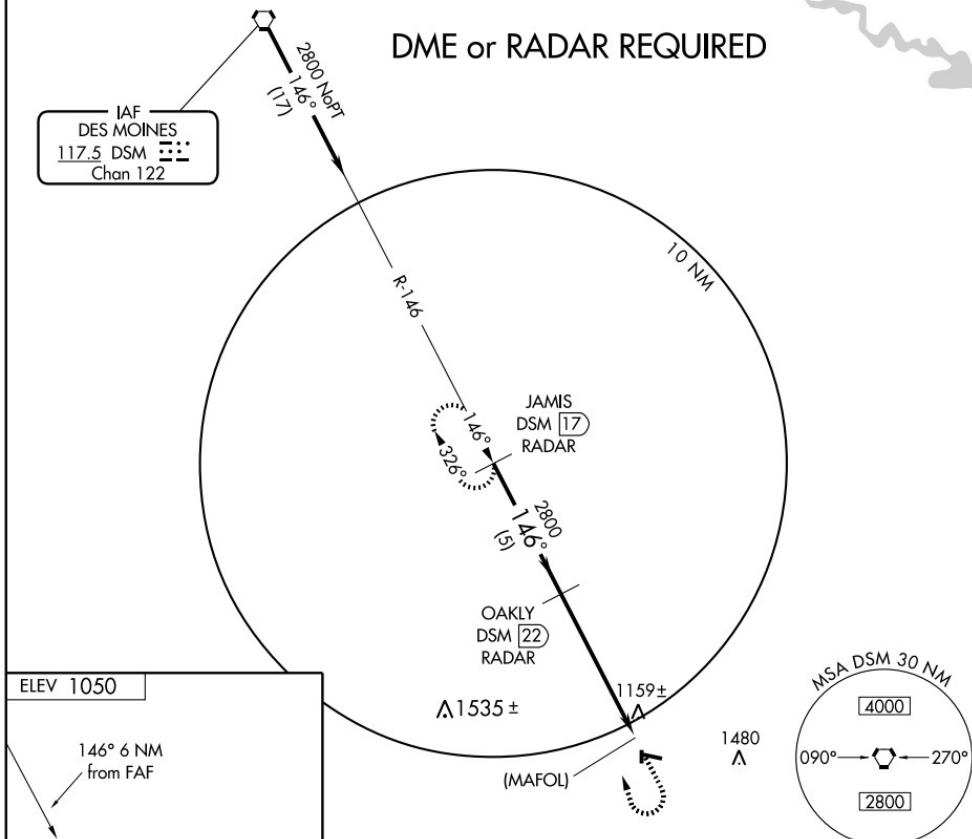
MISSED APPROACH: Climb to 2800 then right turn via DSM R-146 to JAMIS/DSM 17 DME/RADAR and hold.

AWOS-3
125.525

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF)

DME or RADAR REQUIRED



LOC I-IYY	APP CRS	Rwy Idg 4001
108.3	122°	TDZE 1120
		Apt Elev 1125

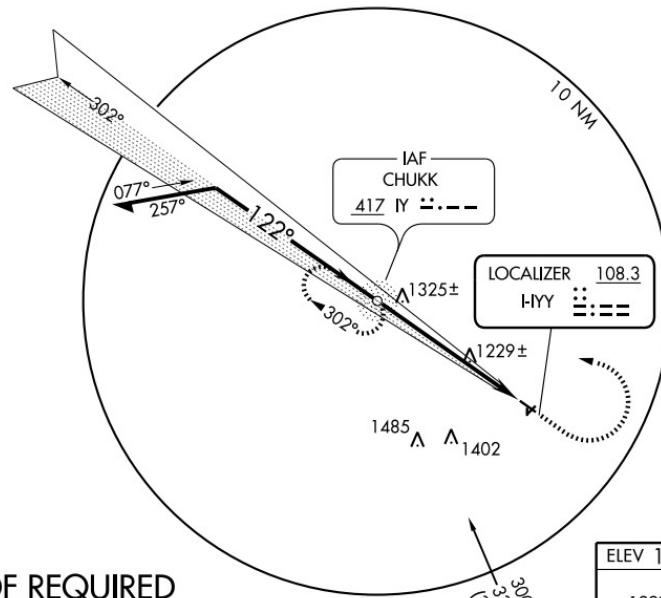
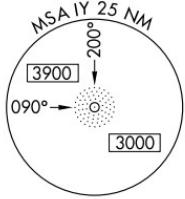
ADF required.

When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

MISSSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct IY NDB and hold.

AWOS-3
125.525WATERLOO APP CON *
118.9 251.15UNICOM
122.8 (CTAF) 0

A 2799



Remain within 10 NM

NDB
3000 3000 3000
3000 122° 3000
3000 3000 3000
VGSI and descent angles not coincident.

1600 3000 IY
417

ELEV 1125

122° 5.9 NM from FAF

TDZE 1120

4001 X 75

253

X 160

30

35

X 1780 X 170

253

X 160

30

1229±

A

35

X 1780 X 170

253

X 160

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1229±

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A

CHARLES CITY, IOWA

AL-5329 (FAA)

NDB IYY 417	APP CRS 122°	Rwy Idg 4001 TDZE 1120 Apt Elev 1125
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NDB RWY 12

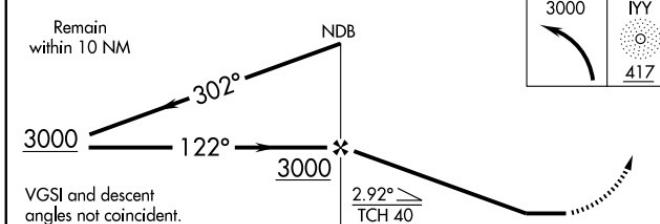
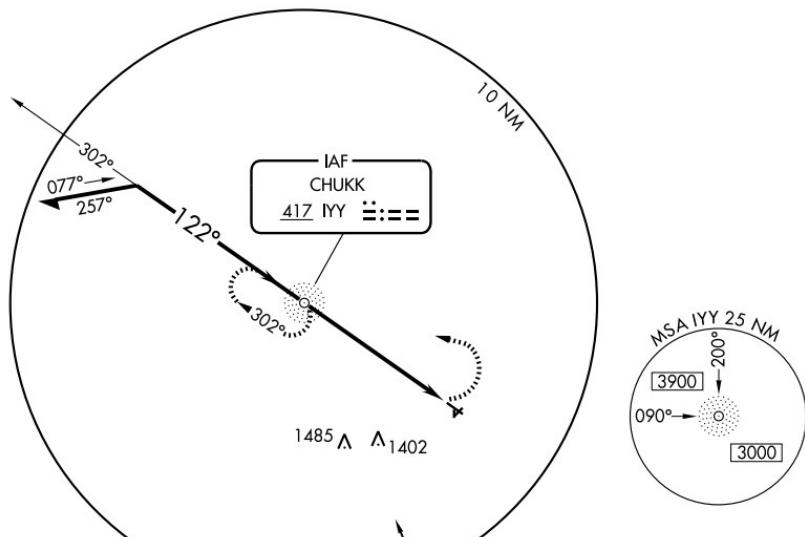
CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

V When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

MISSIED APPROACH: Climbing left turn to 3000 direct IYY NDB and hold.

AWOS-3
125.525WATERLOO APP CON *
118.9 251.15UNICOM
122.8 (CTAF) 0

Δ 2799



CATEGORY	A	B	C	D
S-12	1640-1 520 (600-1)		NA	
CIRCLING	1640-1 515 (600-1)		NA	

MIRL Rwy 12-30 0
REIL Rwy 12 and 30 0

FAF to MAP 5.9 NM

Knots 60 90 120 150 180

Min:Sec 5:54 3:56 2:57 2:22 1:58

CHARLES CITY, IOWA

AL-5329 (FAA)

RNAV (GPS) RWY 12

CHARLES CITY/NORTHEAST IOWA RGNL (CCY)

APP CRS
122°
Rwy Idg **4001**
TDZE **1120**
Apt Elev **1125**

T DME/DME RNP-0.3 NA.

A When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
VDP NA when using Waterloo altimeter setting.

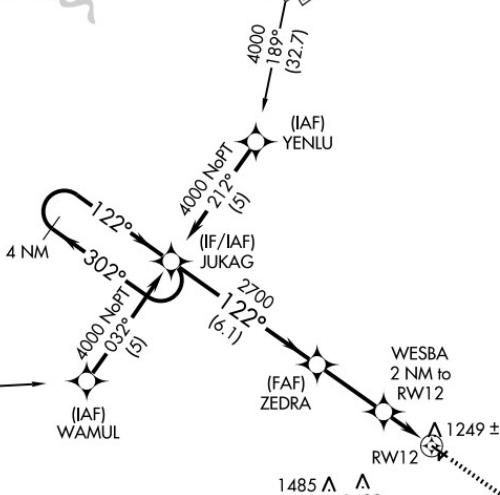
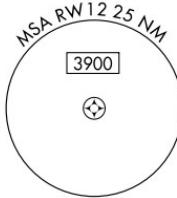
MISSIED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3
125.525WATERLOO APP CON ★
118.9 251.15UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals on RST VOR/DME airway radials 157 CW 213.

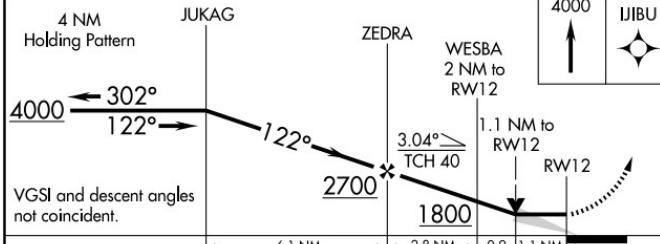
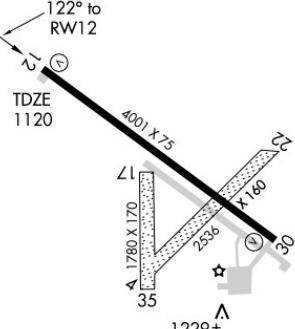
ROCHESTER RST

1606±



Procedure NA for arrivals on MCW VORTAC airway radials 075 CW 122.

ELEV 1125



CATEGORY	A	B	C	D
LNAV MDA	1500-1	380 (400-1)		NA
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)		NA

MIRL Rwy 12-30 0
REIL Rwy 12 and 30 0

RNAV (GPS) RWY 30

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

APP CRS Rwly Idg **4001**
302° TDZE **1120**
 Apt Elev **1125**

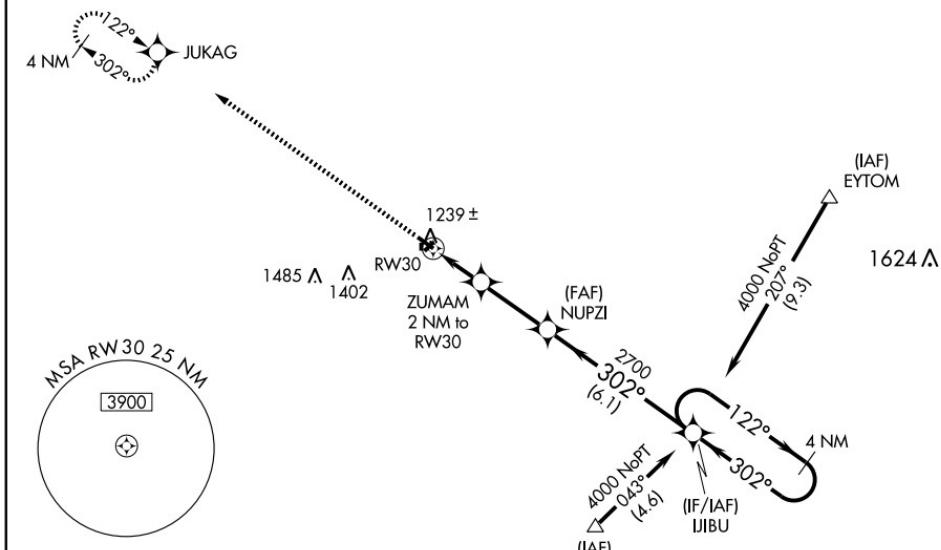
DME/DME RNP-0.3 NA
 When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
 VDP NA when using Waterloo altimeter setting.

MISSSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

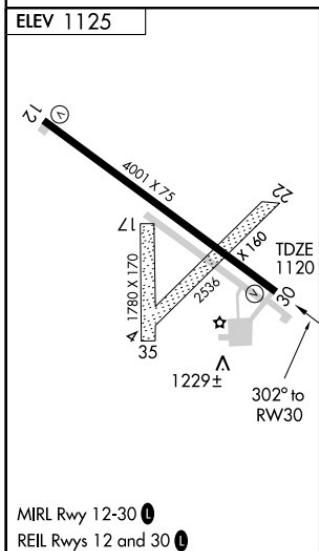
AWOS-3
125.525

WATERLOO APP CON ★
118.9 251.15

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at EYOM via V503 northwest bound, and arrivals at VIKCU via V158 westbound.



MIRL Rwy 12-30

REIL Rwy 12 and 30

CATEGORY	A	B	C	D
LNAV MDA	1500-1	380 (400-1)		NA
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)		NA

APP CRS	Rwy Idg	3801
358°	TDZE	1227
Apt Elev		1227

RNAV (GPS) Y RWY 36

CHEROKEE COUNTY RGNL (CKP)

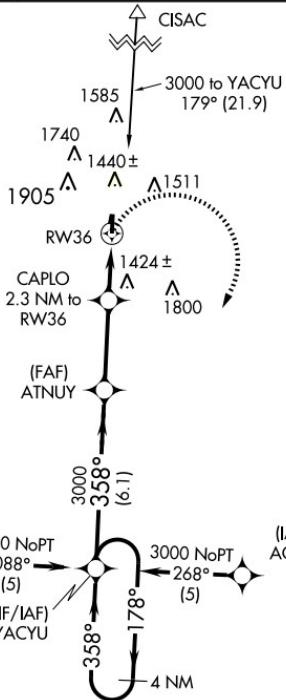
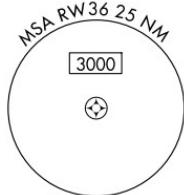
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 Circling to Rwy 1-19 NA. Circling NA at night.
 ▲ When local altimeter setting not received, use Storm Lake altimeter setting and increase all MDA 80 feet.
 VDP NA when using Storm Lake altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct YACYU and hold.

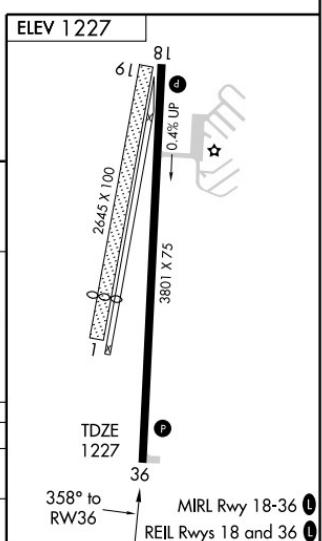
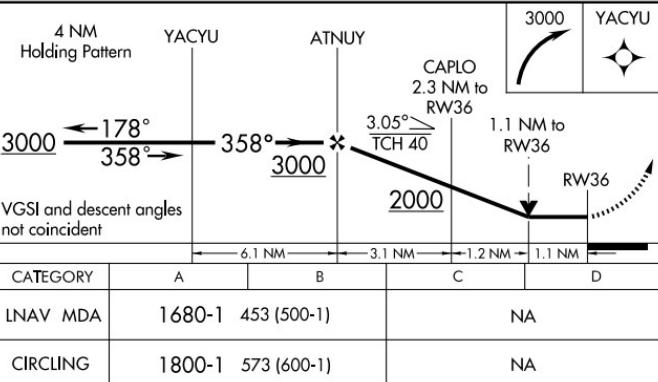
AWOS-3
119.225

MINNEAPOLIS CENTER
124.1 269.0

UNICOM
122.8 (CTAF)



Procedure NA for arrivals at CISAC via V219 northeast bound.



WAAS	APP CRS	3801	
CH 56512		TDZE	1227
W36A		Apt Elev	1227

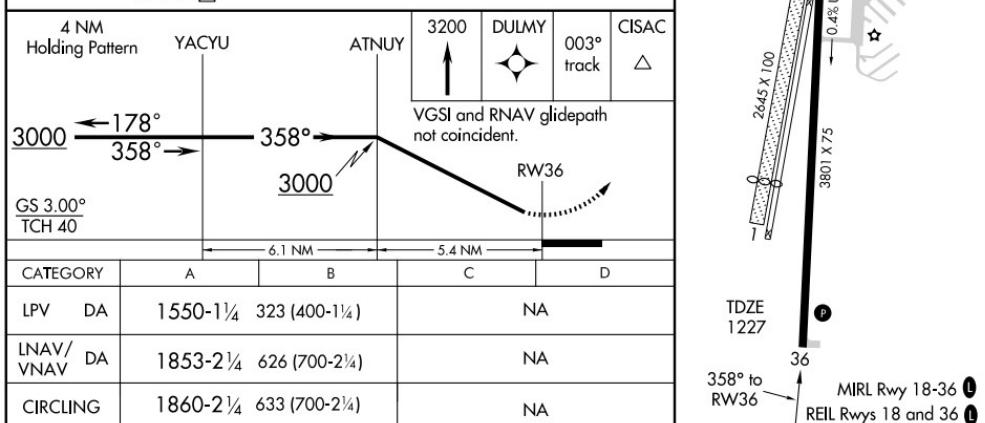
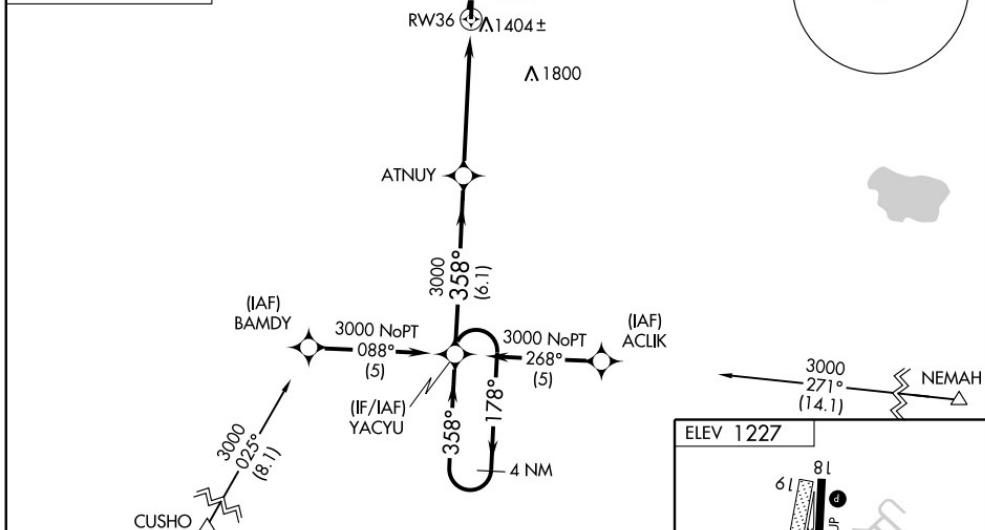
RNAV (GPS) Z RWY 36

CHEROKEE COUNTY RGNL (CKP)

<p>V Baro-VNAV NA when using Storm Lake altimeter setting. A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 1-19 NA. Circling NA at night. When local altimeter setting not received, use Storm Lake altimeter setting and increase all DA 74 feet and all MDA 80 feet and all visibility $\frac{1}{4}$ mile.</p>	<p>MISSDED APPROACH: Climb to 3200 direct DULMY and via 003° track to CISAC and hold.</p>
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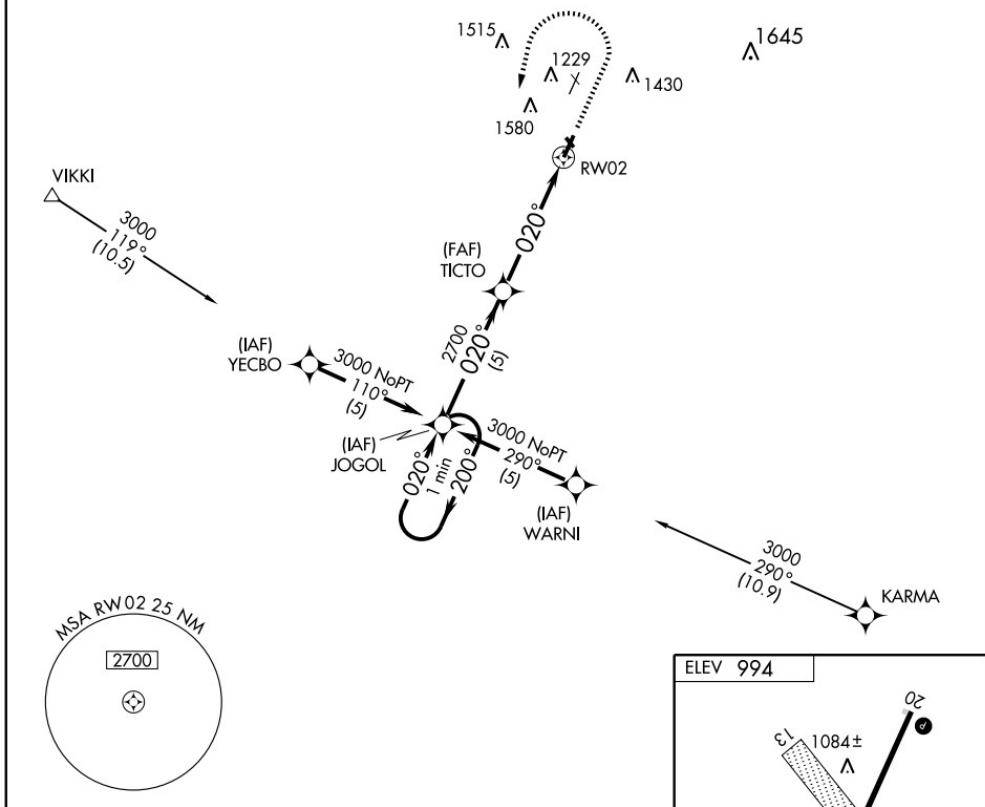
AWOS-3 119.225	MINNEAPOLIS CENTER 124.1 269.0	UNICOM 122.8 (CTAF)
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MISSED APCH FIX		Procedure NA for arrivals at CISAC via V219 northeast bound.
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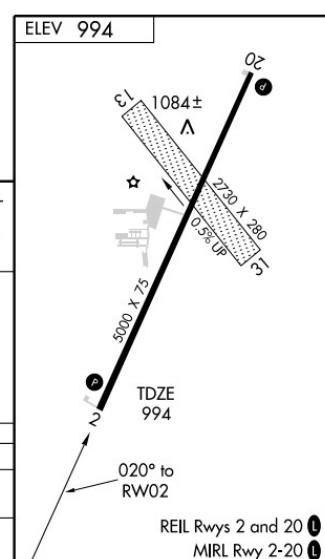


APP CRS 020°	Rwy Idg 5000 TDZE 994 Apt Elev 994
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NA	If local altimeter setting not received, use Shenandoah Muni altimeter setting and increase all MDAs 60 feet.	MISSIED APPROACH: Climb to 3000, then left turn direct JOGOL WP and hold.
AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-2	1540-1	546 (600-1)		NA
CIRCLING	1580-1	586 (600-1)		NA



APP CRS 200°	Rwy Idg 5000 TDZE 991 Apt Elev 994
------------------------	---

▼
▲ NA

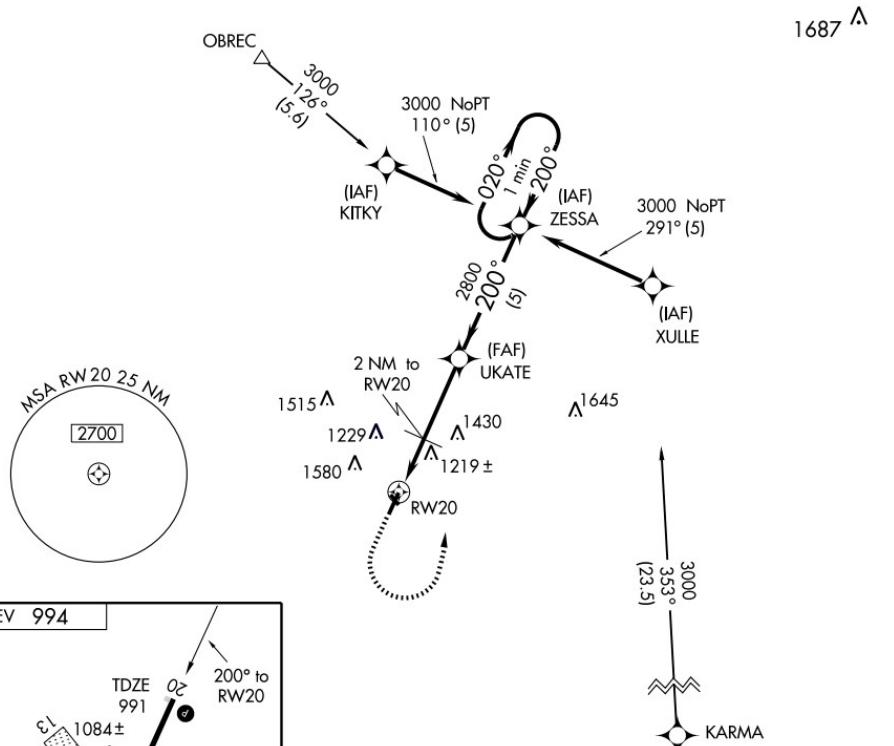
If local altimeter setting not received, use Shenandoah Muni altimeter setting and increase all MDAs 60 feet.

MISSSED APPROACH: Climb to 3000, then left turn direct ZESSA WP and hold.

AWOS-3
132.025

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-20	1480-1 489 (500-1)			NA
CIRCLING	1580-1 586 (600-1)			NA

CLARINDA, IOWA

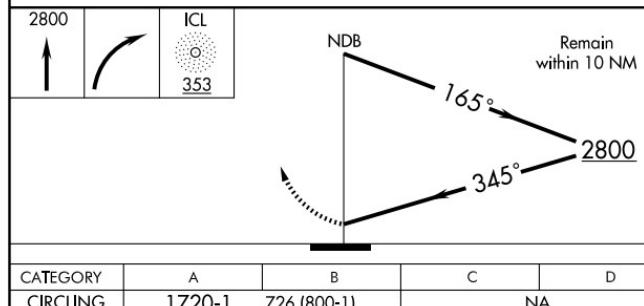
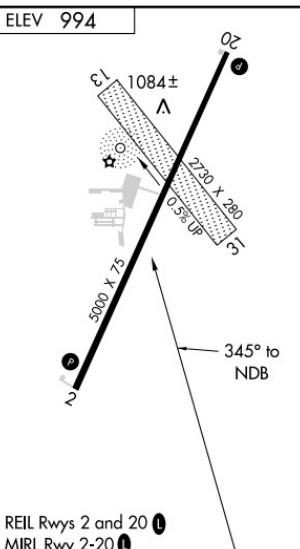
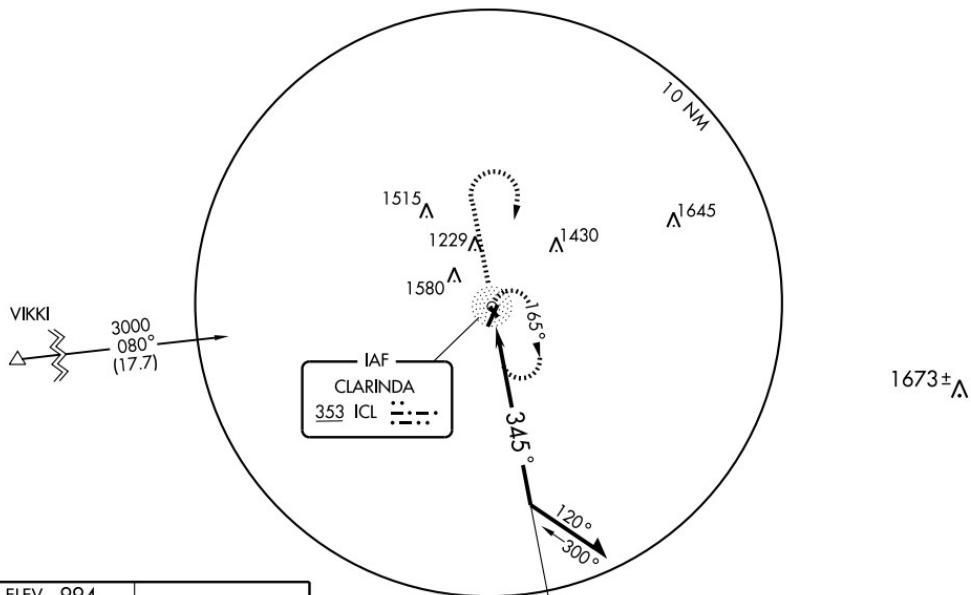
AL-6103 (FAA)

NDB-A

CLARINDA/SCHENCK FIELD (ICL)

NDB ICL	APP CRS	Rwy Idg	NA
353	345°	TDZE	NA
		Apt Elev	994

▼
▲ NA

MISSSED APPROACH: Climb to 2800,
then turn right direct ICL NDB and hold.AWOS-3
132.025MINNEAPOLIS CENTER
119.6 290.4UNICOM
122.8 (CTAF) 0

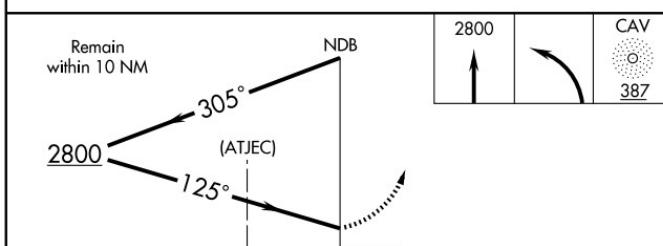
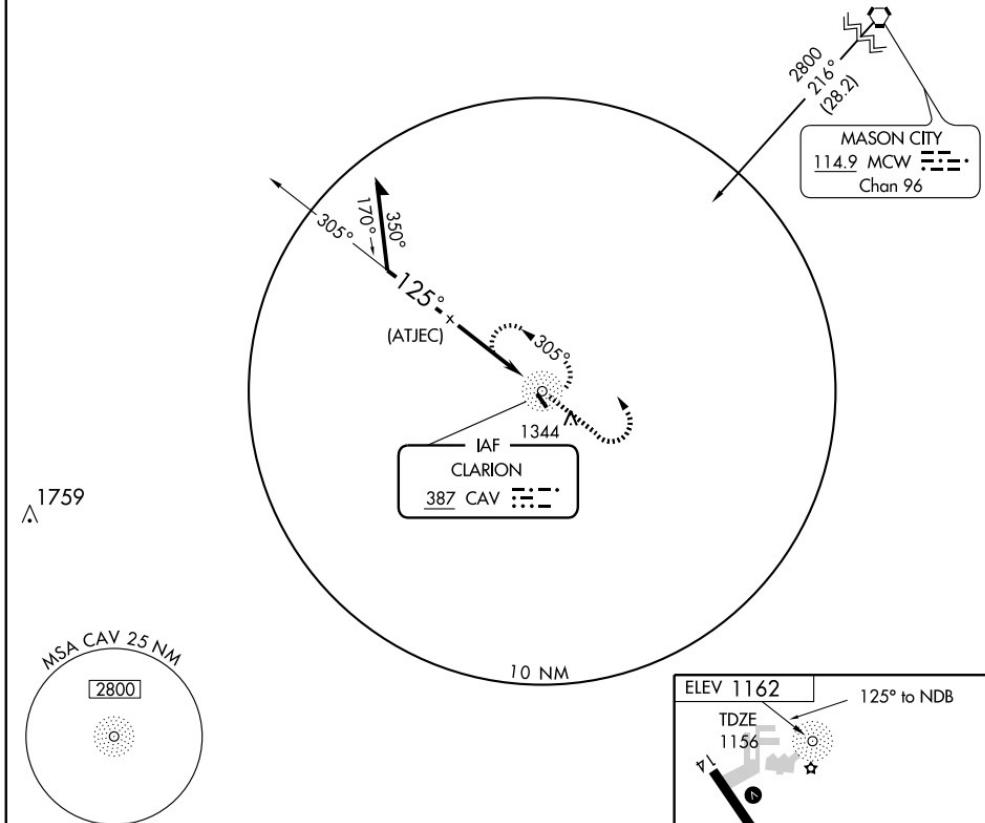
CLARION, IOWA

AL-6369 (FAA)

NDB CAV 387	APP CRS 125°	Rwy Idg 3515 TDZE Apt Elev 1156 1162
-----------------------	------------------------	---

NDB or GPS RWY 14 CLARION MUNI (CAV)

V ▲ NA	MISSED APPROACH: Climb to 2800 then left turn direct CAV NDB and hold.
AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3
	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-14	1640-1 484 (500-1)		1640-1 1/4 484 (500-1 1/4)	NA
CIRCLING	1740-1 578 (600-1)		1740-1 1/2 578 (600-1 1/2)	NA

REIL Rwy 14 and 32
MIRL Rwy 14-32

09071

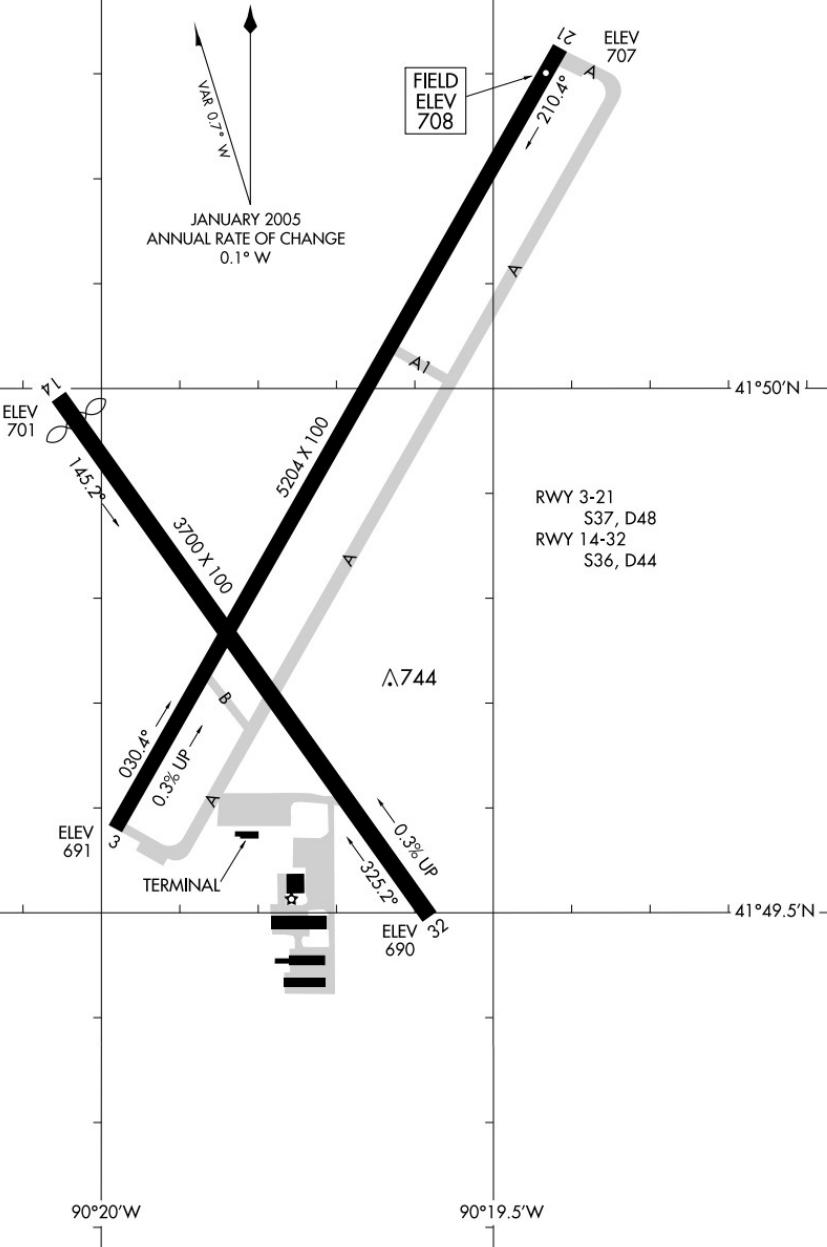
AIRPORT DIAGRAM

AL-972 (FAA)

CLINTON MUNI (CWI)
CLINTON, IOWA

AWOS-3
125.525
CLNC DEL
118.5
CTAF/UNICOM
122.8

D



NC-3, 17 DEC 2009 to 14 JAN 2010

CLINTON, IOWA

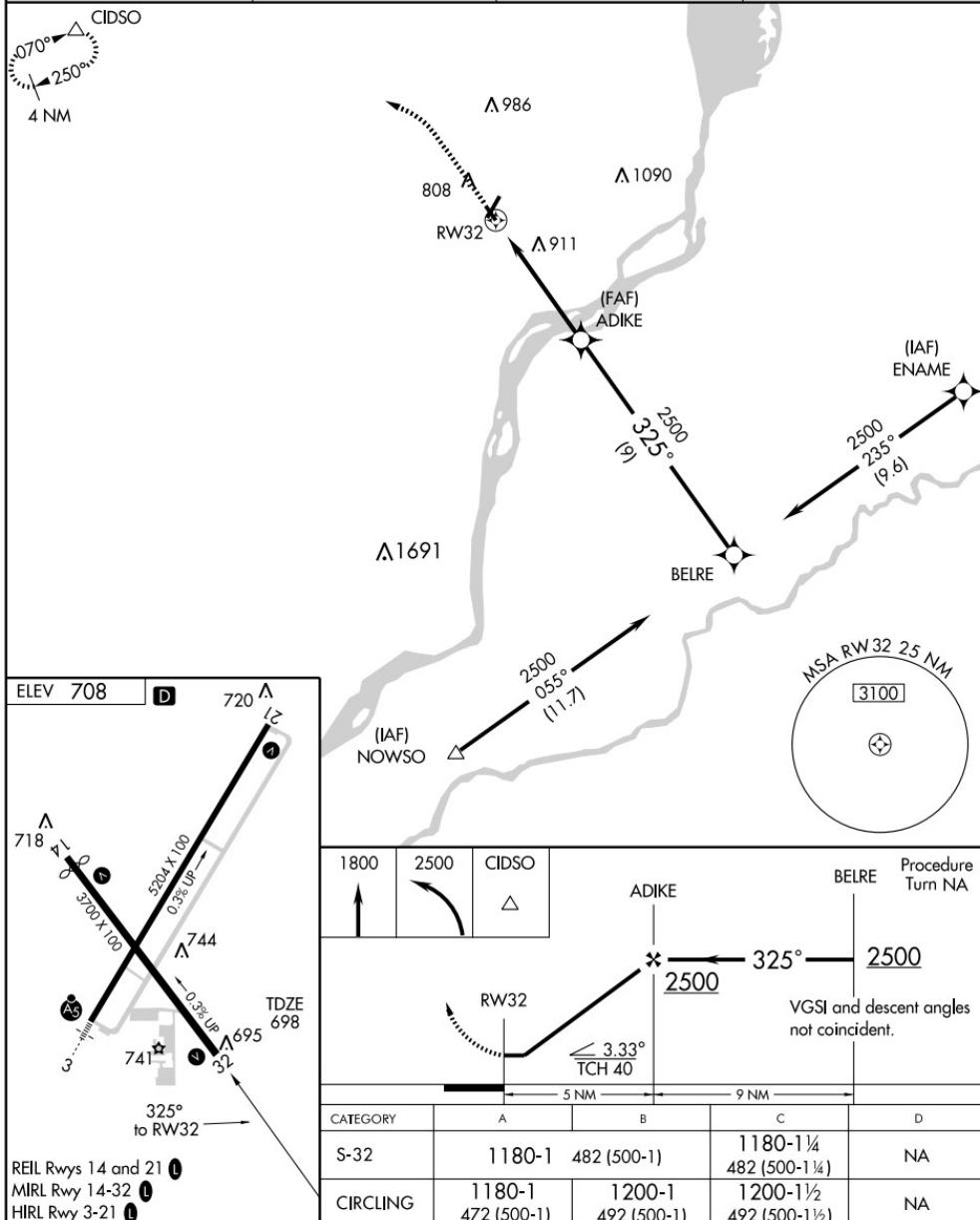
AL-972 (FAA)

GPS RWY 32

CLINTON MUNI (CWI)

APP CRS 325°	Rwy Idg 3700 TDZE 698 Appt Elev 708
------------------------	--

T NA	MISSIED APPROACH: Climb to 1800, then climbing left turn to 2500 direct CIDSO WP and hold.		
AWOS-3 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 122.8 (CTAF)



CLINTON, IOWA

AL-972 (FAA)

LOC/DME I-FNO <u>109.7</u> Chan 34	APP CRS 030°	Rwy Idg TDZE Apt Elev	5204 700 708
--	------------------------	-----------------------------	---

ILS RWY 3

CLINTON MUNI (CWI)

MALS
A5

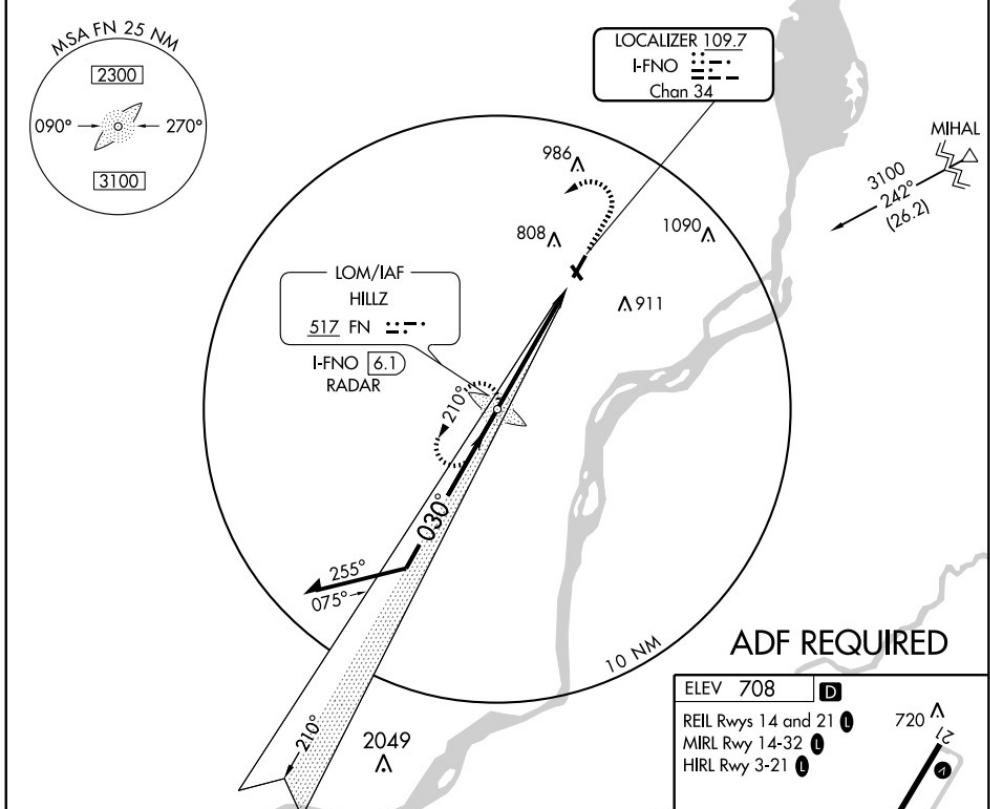
MISSED APPROACH: Climb to 3100 then left turn direct HILLZ IOM and hold

AWOS-3
125.525

QUAD CITY APP CON ★
125.95 257.8

CLNC DE
118-5

UNICOM
122-8 (CTAF)



Remain
within 10 NM

HILLZ LOM
I-FNO [6.1] RADAR

310

四九三

GS 3.00°

8500

— 1 —

CATEGORY	A	B	C	D	030° 5.2 NM from FAF					
	900-½	200 (200-½)		NA	FAF to MAP 5.2 NM					
S-ILS 3				NA	Knots	60	90	120	150	180
S-LOC 3	1080-½	380 (400-½)		NA	Min:Sec	5:12	3:28	2:36	2:05	1:44
CIRCLING	1120-1 412 (500-1)	1200-1 492 (500-1)	1200-1½ 492 (500-1½)	NA						

WAAS CH 69610 W03A	APP CRS 030°	Rwy Idg TDZE Apt Elev	5204 700 708
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 3
CLINTON MUNI (CWI)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

A Baro-VNAV and VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet.

MALSR
A5

MISSED APPROACH: Climb to 2500 direct CUDMA and hold.

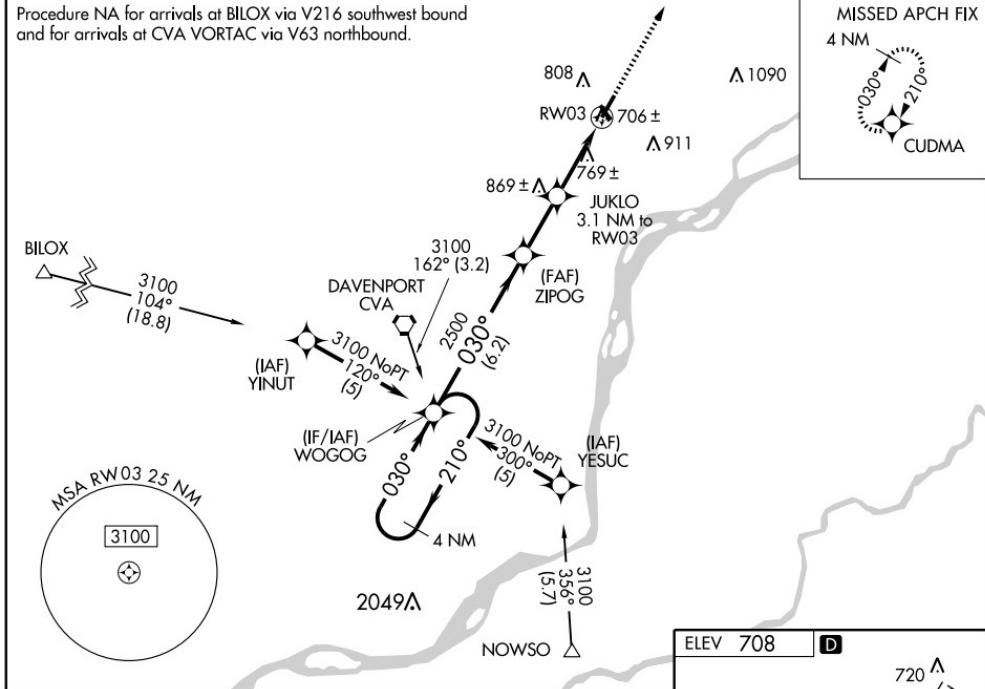
AWOS-3
125.525

QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.5 0

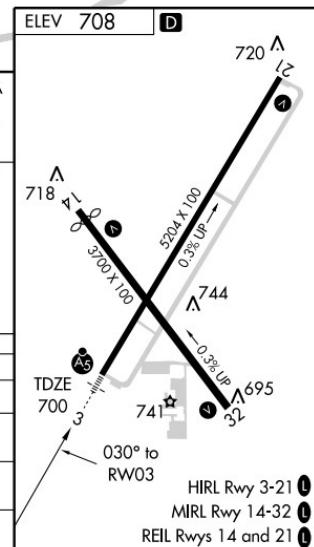
UNICOM
122.8 (CTAF)

Procedure NA for arrivals at BILOX via V216 southwest bound and for arrivals at CVA VORTAC via V63 northbound.



The diagram illustrates the flight route for a Cessna 172P from WOGOG to JUKLO. The route starts at 3100 ft MSL, heading 210° through a 4 NM holding pattern. After exiting the pattern, the aircraft follows a 030° course. At 2500 ft MSL, it turns towards ZIPOG. From ZIPOG, the aircraft descends to 2000 ft MSL and heads 030° towards JUKLO. A transition point is marked at 3.1 NM to RW03, where the aircraft descends to 1740 ft MSL. The final approach segment to RW03 is indicated by a dashed line. A callout box provides specific instructions for LNAV operation.

	6.2 NM		-2.3 NM	-2 NM	1.1
CATEGORY	A	B	C	D	
LPV DA	900-½		200 (200-½)		NA
LNAV/ VNAV DA	1039-¾		339 (400-¾)		NA
LNAV MDA	1020-½		320 (400-½)		NA
CIRCLING	1140-1 432 (500-1)	1200-1 492 (500-1)	1200-1½ 492 (500-1½)		NA



RNAV (GPS) RWY 21

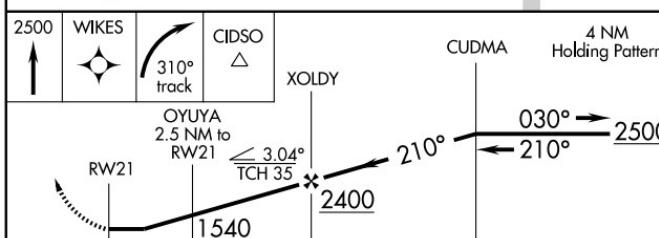
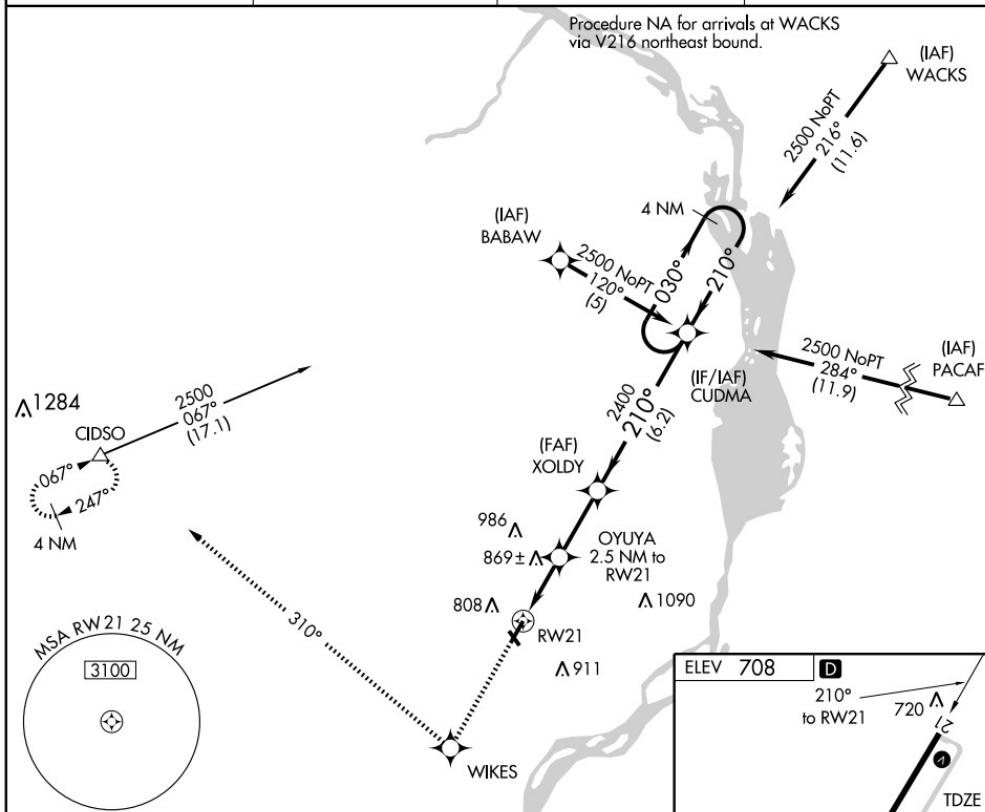
CLINTON MUNI (CWI)

APP CRS 210°	Rwy Idg 5204 TDZE Apt Elev 708

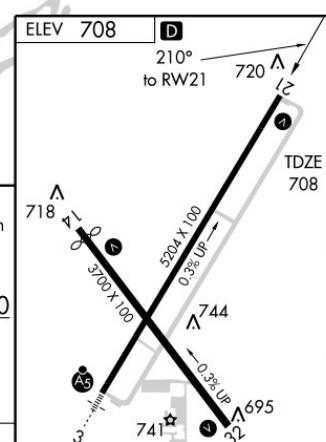
V DME/DME RNP-0.3 NA
A Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet.

MISSIED APPROACH: Climb to 2500 direct WIKES and right turn via 310° track to CUDMA and hold.

AWOS-3 125.525	QUAD CITY APP CON★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1220-1	512 (600-1)	1220-1½ 512 (600-1½)	NA
CIRCLING	1220-1	512 (600-1)	1220-1½ 512 (600-1½)	NA



REIL Rwy 14 and 21 1
MIRL Rwy 14-32 1
HIRL Rwy 3-21 1

CLINTON, IOWA

AL-972 (FAA)

VORTAC CVA <u>113.8</u> Chan 85	APP CRS 218°	Rwy Idg TDZE Apt Elev	5204 708 708
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VOR/DME RWY 21
CLINTON MUNI (CWI)

CLINTON MUNI (CWI)

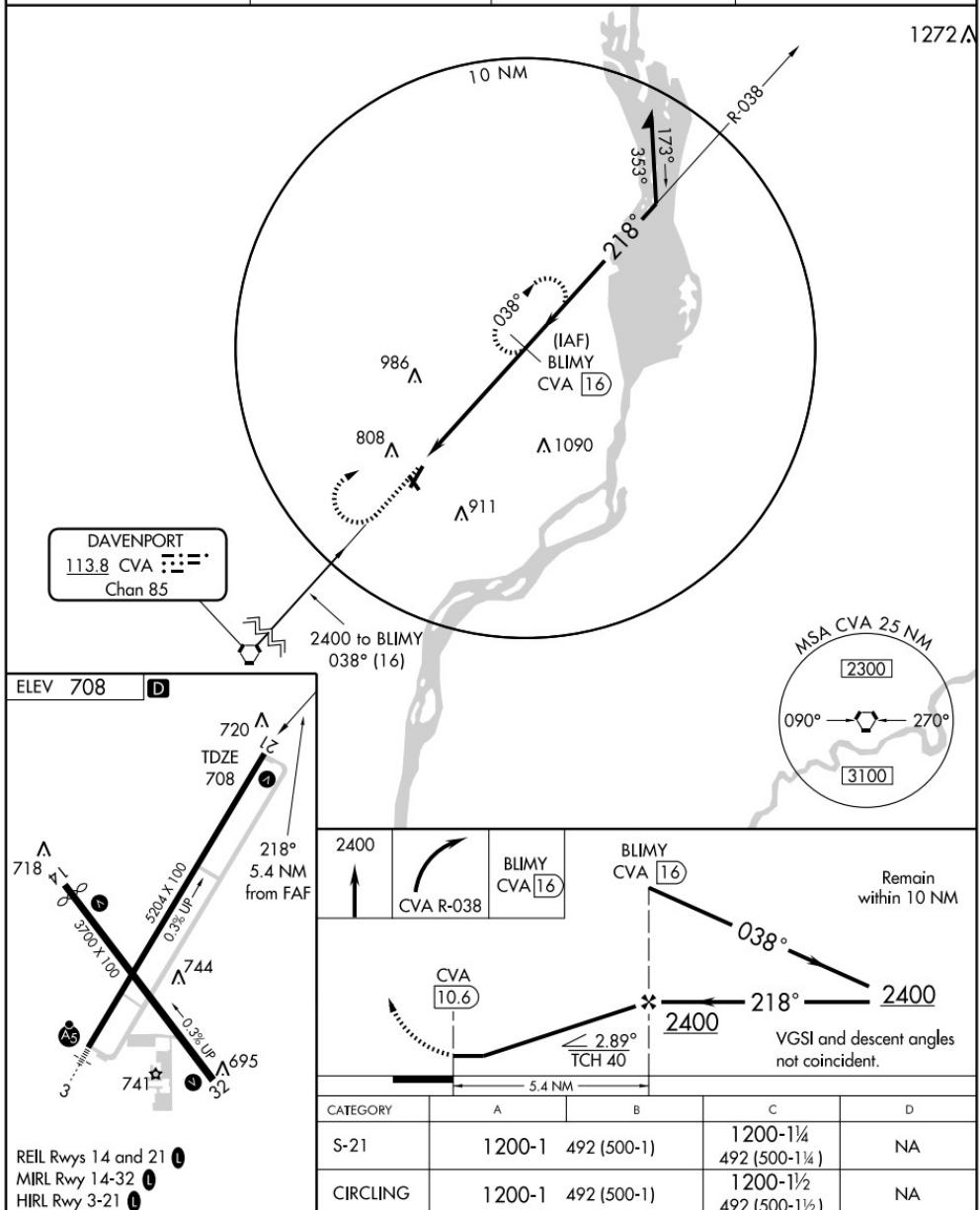
MISSED APPROACH: Climb to 2400 then right turn via CVA R-038 to BLIMY 16 DME and hold.

AWOS-3
125.525

QUAD CITY APP CON ★
125.95 257.8

CLNC DE
118.5

UNICOM
122.8 (CTAF)



CLINTON, IOWA

AL-972 (FAA)

VOR RWY 3

CLINTON MUNI (CWI)

VORTAC CVA 113.8 Chan 85	APP CRS 040°	Rwy Idg 5204 TDZE Apt Elev 700 708
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▼ Inoperative table does not apply.

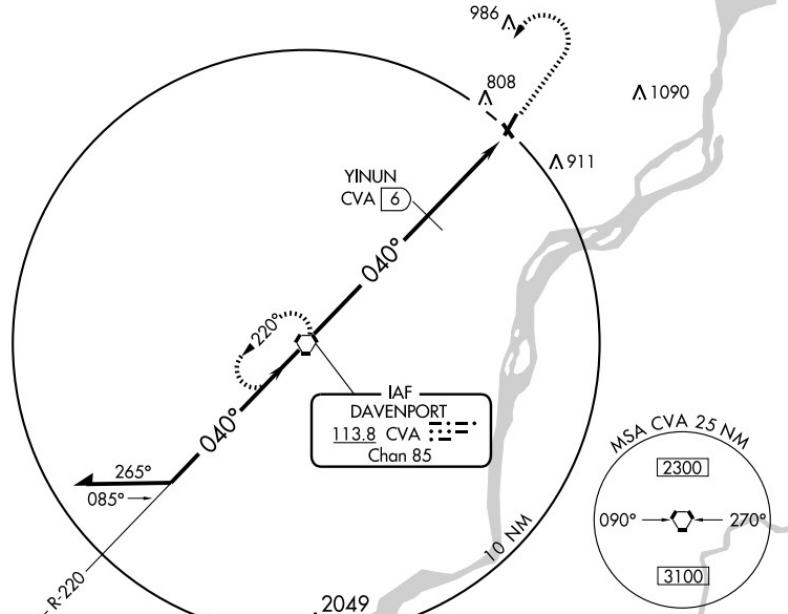
▲ VDP NA when using Davenport altimeter setting.

When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet and visibility S-3 Cat C and circling Cat C 1/4 mile.

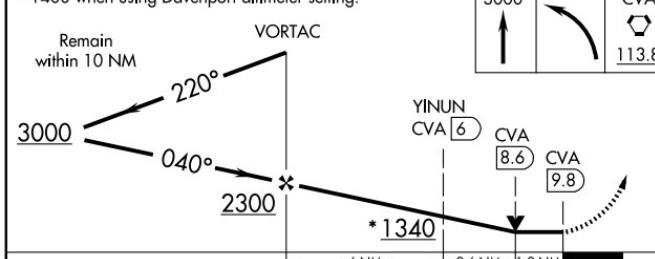
MALS R



MISSIED APPROACH: Climb to 3000 then left turn direct CVA VORTAC and hold.

AWOS-3
125.525QUAD CITY APP CON ★
125.95 257.8CLNC DEL
118.5 0UNICOM
122.8 (CTAF)

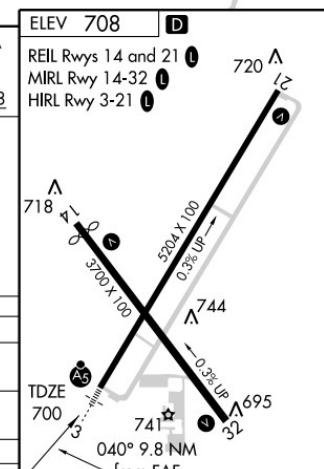
* 1400 when using Davenport altimeter setting.



CATEGORY A B C D

S-3 1340-1 640 (700-1) 1340-1 1/4
640 (700-1 1/4) NACIRCLING 1340-1 632 (700-1) 1340-1 1/4
632 (700-1 1/4) NA

YINUN MINIMUMS

S-3 1120-1 420 (500-1) 1120-1 1/4
420 (500-1 1/4) NACIRCLING 1140-1 1200-1 1200-1 1/2
432 (500-1) 492 (500-1) 492 (500-1 1/2) NA

FAF to MAP 9.8 NM

Knots 60 90 120 150 180

Min:Sec 9:48 6:32 4:54 3:55 3:16

CORNING, IOWA

AL-6095 (FAA)

NDB CRZ 278	APP CRS 185°	Rwy Idg 2684
		TDZE 1274
		Apt Elev 1274

NDB RWY 18
CORNING MUNI (CRZ)

V NA Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet and visibility Cat. B $\frac{1}{4}$ mile.

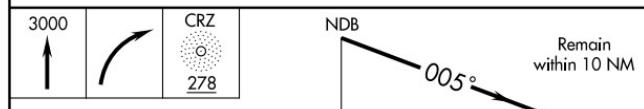
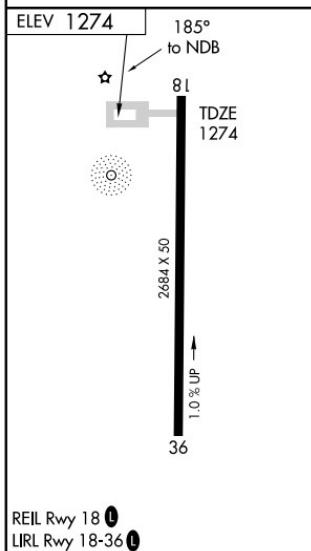
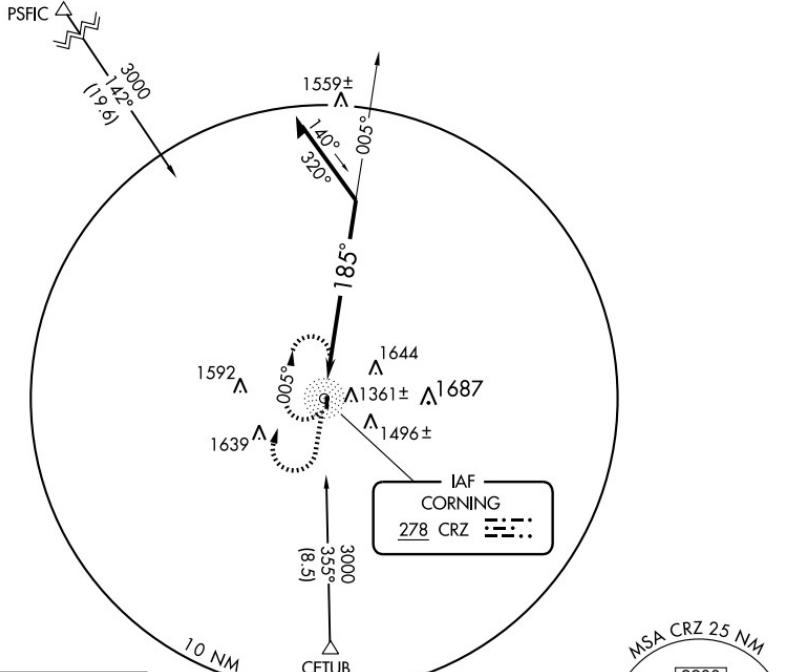
MISSIED APPROACH: Climb to 3000 then right turn direct CRZ NDB and hold.

CRESTON AWOS-3
124.75

MINNEAPOLIS CENTER
119.6 290.4

CTAF
122.9

122.8 0



CATEGORY	A	B	C	D
S-18	1960-1 686 (700-1)			NA
CIRCLING	1960-1 686 (700-1)			NA

APP CRS	Rwy Idg	2684
177°	TDZE	1274
	Apt Elev	1274

RNAV (GPS) RWY 18

CORNING MUNI (CRZ)

V Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet.
 A NA DME/DME RNP-0.3 NA.

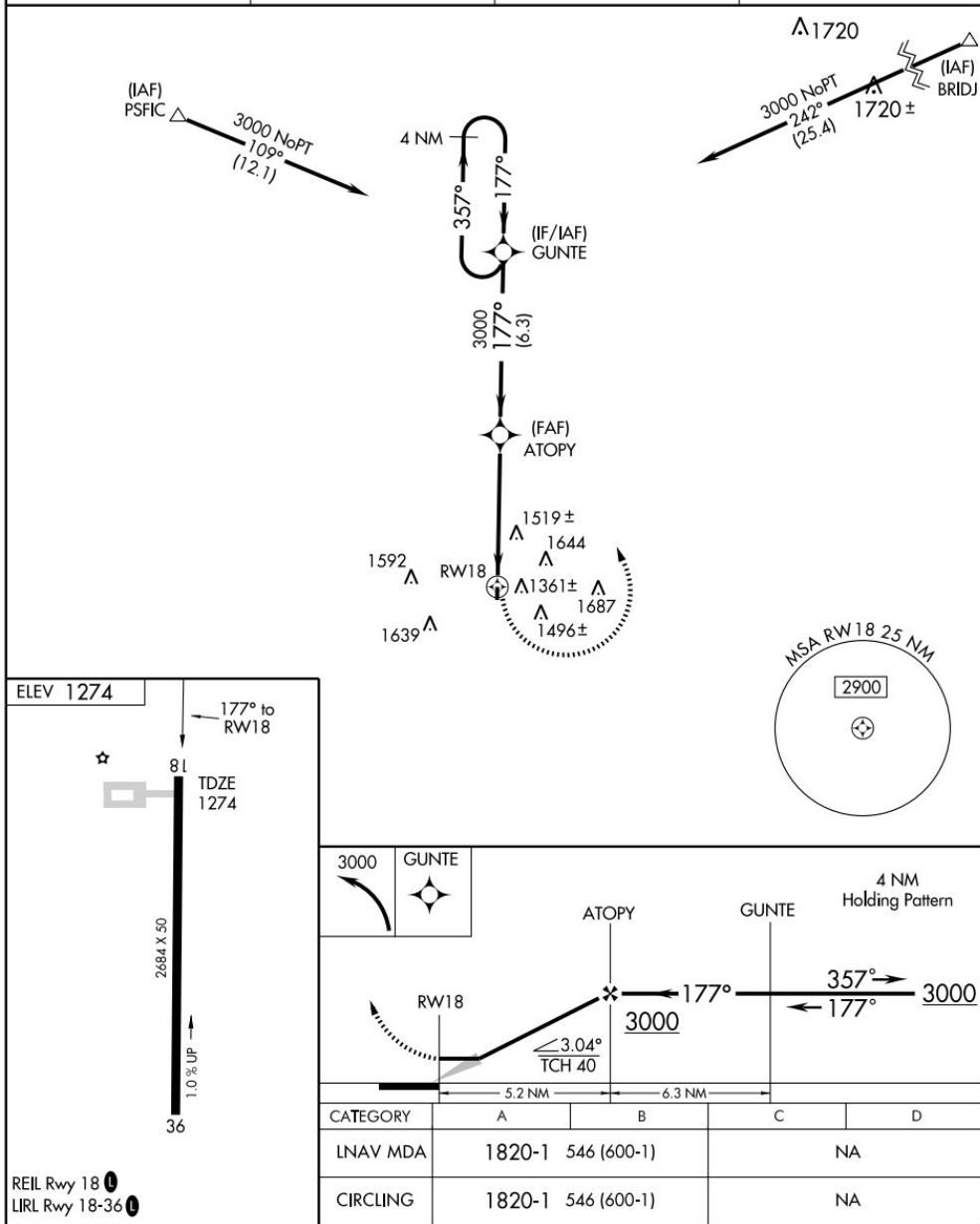
MISSIED APPROACH: Climbing left turn to 3000 direct GUNTE and hold.

CRESTON AWOS-3
124.75

MINNEAPOLIS CENTER
119.6 290.4

CTAF
122.9

122.8 0



RNAV (GPS) RWY 14

COUNCIL BLUFFS MUNI (CBF)

APP CRS 136°	Rwy Idg 3650
TDZE 1245	Alt Elev 1253

DME/DME RNP- 0.3 NA.

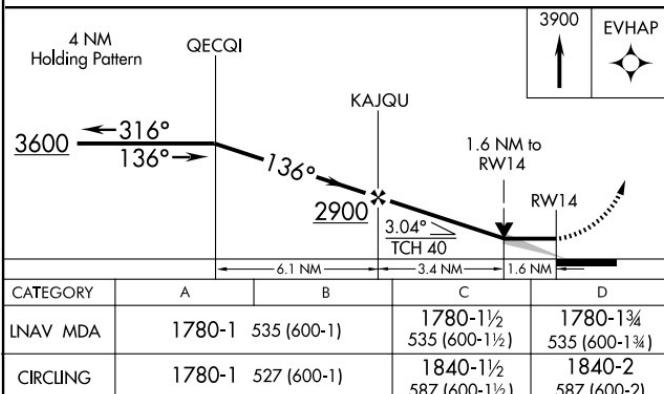
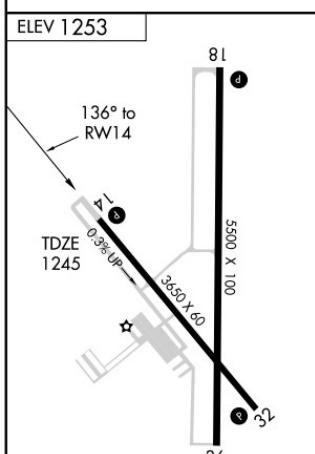
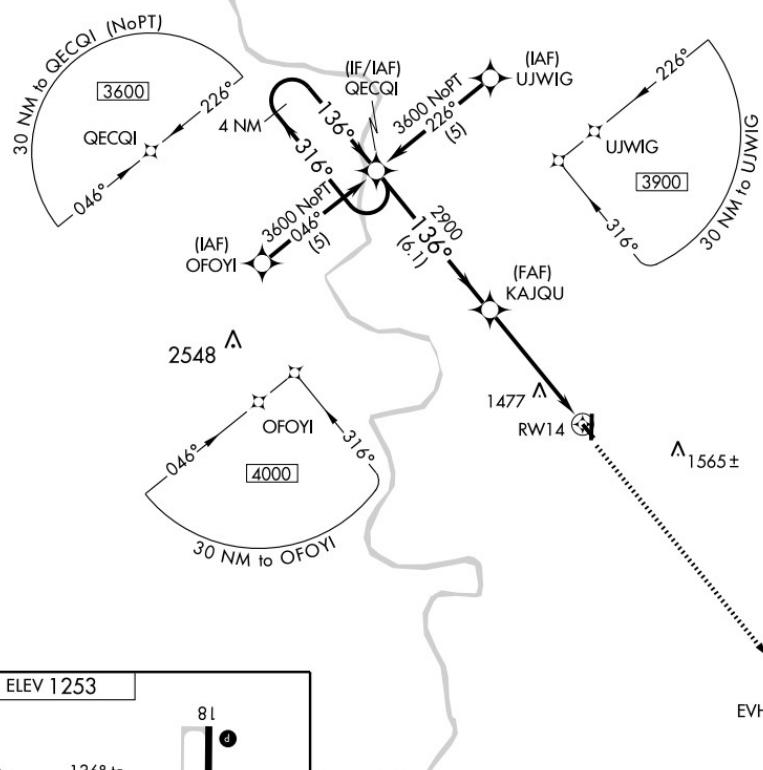
When local altimeter setting not received, use Eppley
Airfield altimeter setting and increase all MDA 60 feet.

MISSIED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3
126.575

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF)



MIRL Rwy 14-32

HIRL Rwy 18-36

REIL Rwy 14, 32, 18, and 36

COUNCIL BLUFFS, IOWA

AL-5540 (FAA)

RNAV (GPS) RWY 18
COUNCIL BLUFFS MUNI (CBF)

COUNCIL BLUFFS MUNI (CBF)

WAAS CH 42806 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	5500 1241 1253
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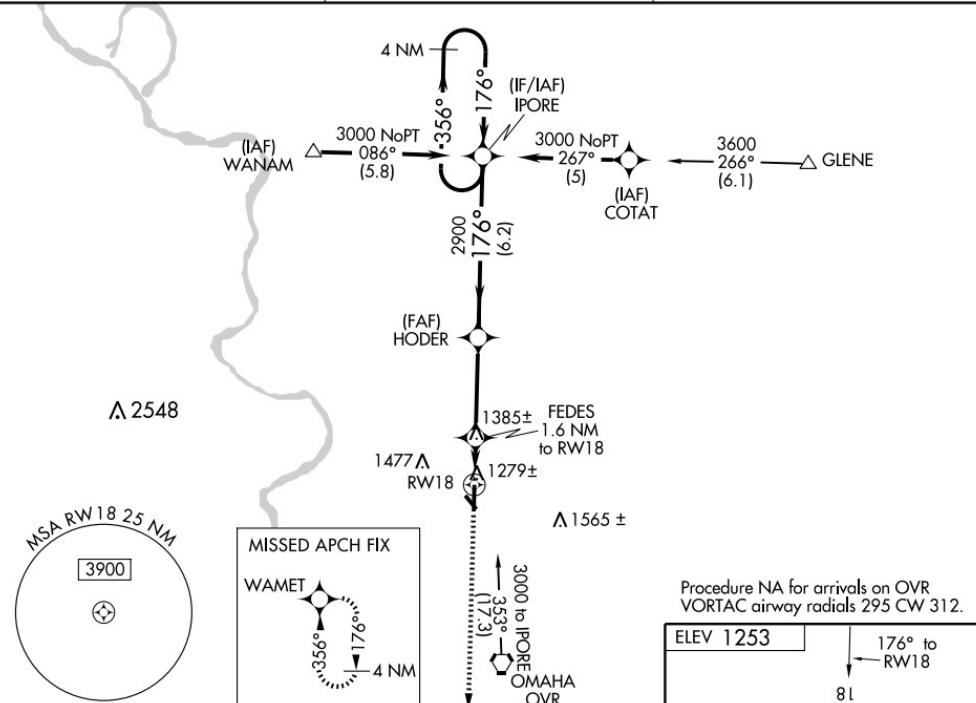
T Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNAV -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and circling Cat C visibilities $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000
direct WAMFT and hold

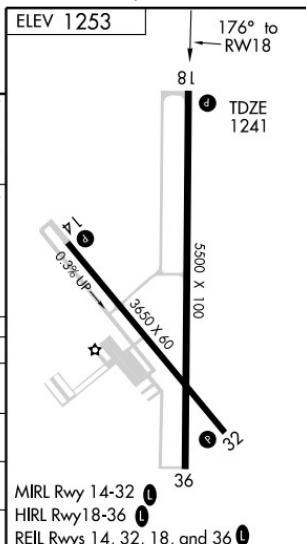
AWOS-3
126.575

OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals on OVR
VORTAC airway radials 295 CW 312.



4 NM
Holding Pattern

IPOR

HODER

FEDES
1.6 NM
to RW18

*LNAV only

GS 3.00°
TCH 45

3000 ← 356° → 176°

2900

176°

1760*

RW18

CATEGORY	A	B	C
IPV DA		1512-1	271 (300-1)

LNAV/VNAV DA 1646-1½ 405 (400-1½)

LNAV MDA 1640-1 399 (400-1) 1640-1 ¼
 399 (400-1 ¼)

CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)
----------	-----------------------	-----------------------	-------------------------	-----------------------

APP CRS 316°	Rwy Idg 3650
TDZE 1245	Apt Elev 1253

RNAV (GPS) RWY 32

COUNCIL BLUFFS MUNI (CBF)

▲ NA When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility $\frac{1}{4}$ mile. DME/DME RNP- 0.3 NA.

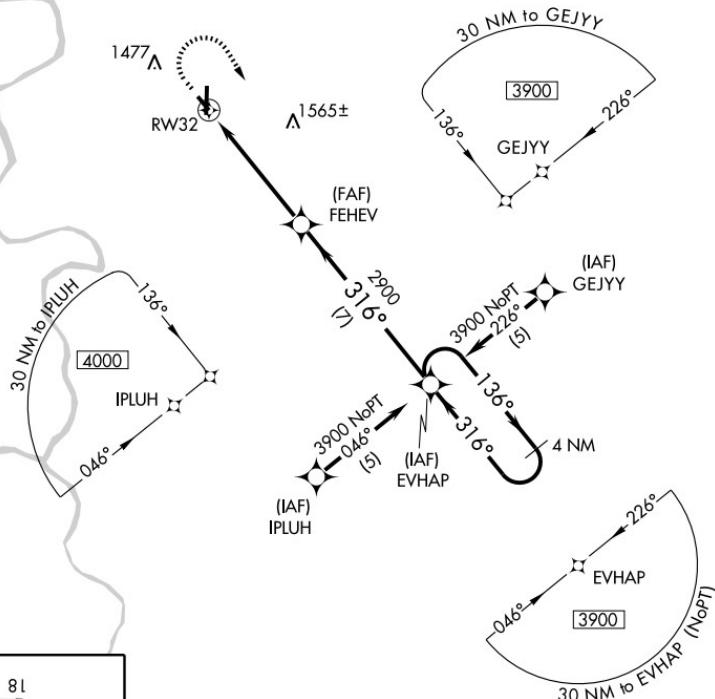
MISSIED APPROACH: Climb to 2000 then right climbing turn to 3900 direct EVHAP WP and hold.

AWOS-3
126.575

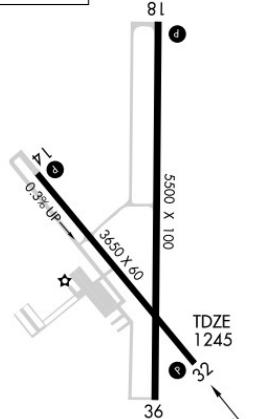
OMAHA APP CON
124.5 263.0

UNICOM
122.8 (CTAF)

A 2548



ELEV 1253



MIRL Rwy 14-32
HIRL Rwy 18-36
REIL Rwy 14, 32, 18, and 36

2000
3900
EVHAP

FEHEV
EVHAP
4 NM Holding Pattern
136° → 3900
316° ← 3900
1 NM to RW32
3.04°
TCH 40
RW32
2900
1 NM → 4 NM → 7 NM

VGSI and descent angles
not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1660-1	415 (500-1)	1660-1½	415 (500-1½)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

COUNCIL BLUFFS, IOWA

AL-5540 (FAA)

RNAV (GPS) RWY 36

COUNCIL BLUFFS MUNI (CBF)

WAAS CH 53606 W36A	APP CRS 356°	Rwy Idg 5500 TDZE 1245 Apt Elev 1253
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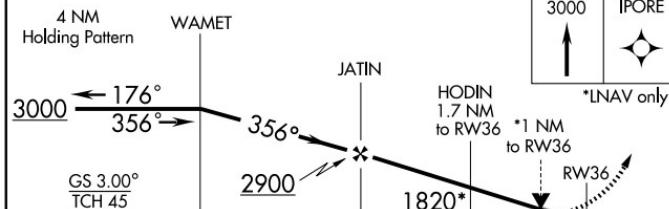
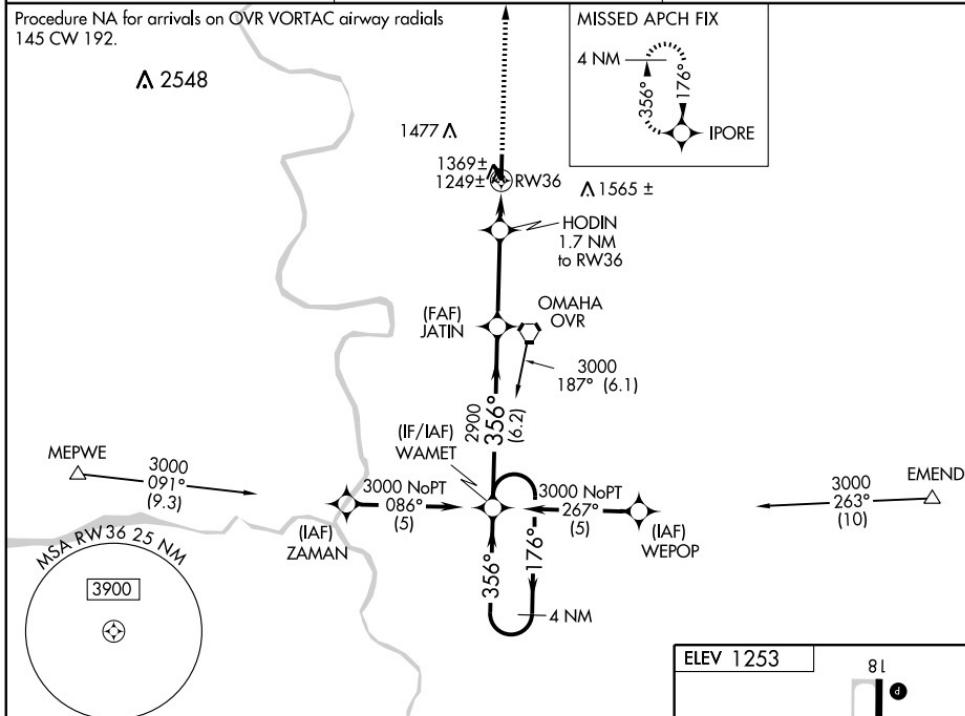
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV Cats C/D and circling Cat C visibilities 1/4 mile. Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting.

MISSIED APPROACH: Climb to 3000 direct IPORE and hold.

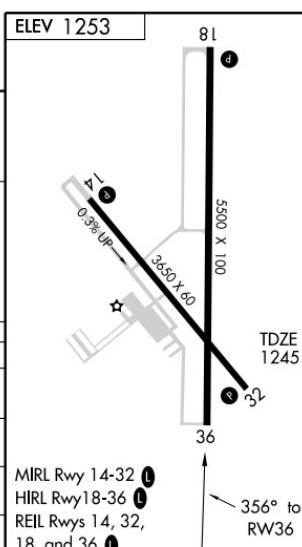
AWOS-3
126.575OMAHA APP CON
124.5 263.0UNICOM
122.8 (CTAF) 1

Procedure NA for arrivals on OVR VORTAC airway radials
145 CW 192.

A 2548



CATEGORY	A	B	C	D	
LPV DA		1495-3/4	250 (300-3/4)		
LNAV/ DA VNAV		1577-1 1/4	332 (400-1 1/4)		
LNAV MDA	1620-1 375 (400-1)		1620-1 1/4	375 (400-1 1/4)	
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1 1/2 587 (600-1 1/2)	1840-2 587 (600-2)	



COUNCIL BLUFFS, IOWA

AL-5540 (FAA)

VORTAC OVR	APP CRS	N/A
116.3	342°	N/A
Chan 110	TDZE	Apt Elev
		1253

VOR-A

COUNCIL BLUFFS MUNI (CBF)

▼ When local altimeter setting not received, use Eppley Airfield altimeter
 ▲ setting: increase all MDAs 60 feet and visibility Cat C $\frac{1}{4}$ mile.

MISSIED APPROACH: Climb to 2900 then right turn direct OVR VORTAC and hold.

AWOS-3
126.575OMAHA APP CON
124.5 263.0UNICOM
122.8 (CTAF) 0

A 2548

1477 A

A 1565±

IAF
OMAHA
116.3 OVR
Chan 110

1509±

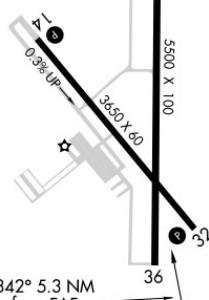
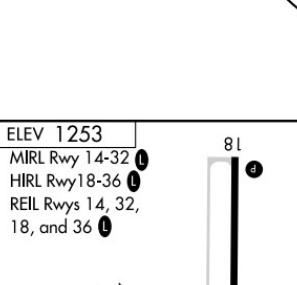
342°

133°

313°

088° → 268°

R-133



2900 ↑ ↗ OVR
116.3

VORTAC
Remain within 10 NM
133° 2900 313° 2900

342°

5.3 NM

FAF to MAP 5.3 NM

Knots 60 90 120 150 180

Min:Sec 5:18 3:32 2:39 2:07 1:46

CATEGORY	A	B	C	D
CIRCLING	1760-1	507 (600-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

APP CRS	Rwy Idg	2949
152°	TDZE	1279
Apt Elev		1279

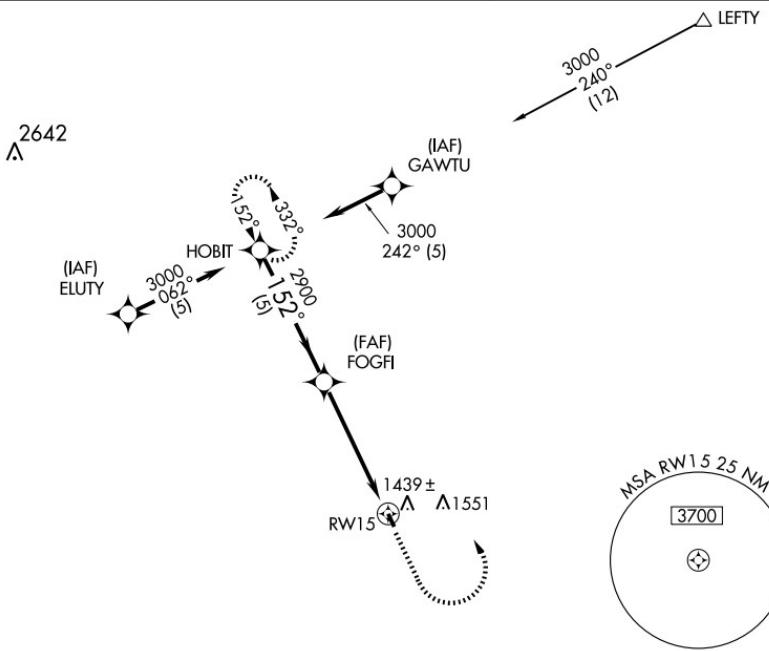
T
NA Use Decorah Muni altimeter setting.

MISSIED APPROACH: Climb to 2400, then climbing left turn to 3000 direct HOBIT WP and hold.

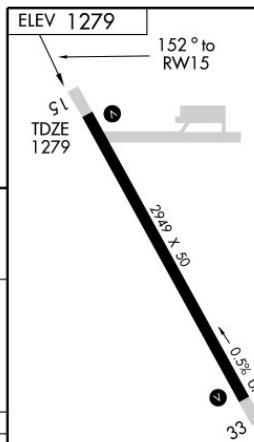
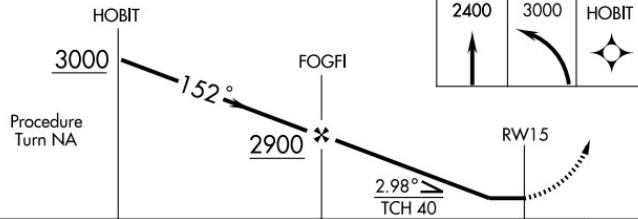
MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF)

122.7



FOYDE
3000
019° (19.2)



LIRL Rwy 15-33 1

CATEGORY	A	B	C	D
S-15	1980-1	701 (800-1)	1980-2 701 (800-2)	NA
CIRCLING	1980-1	701 (800-1)	1980-2 701 (800-2)	NA

CRESCO, IOWA

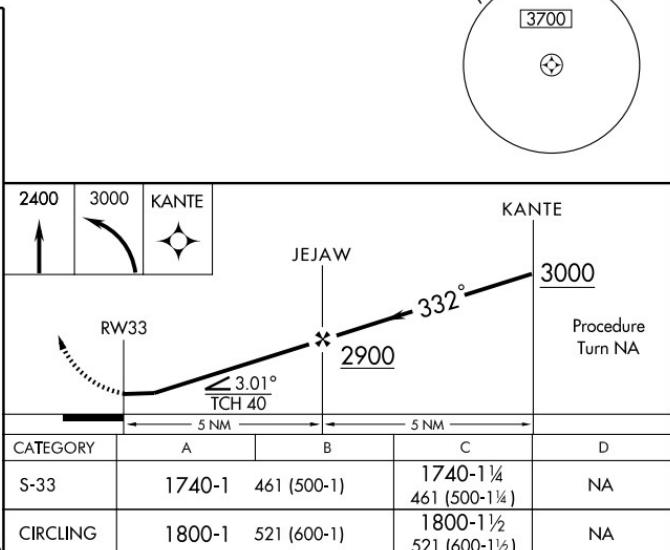
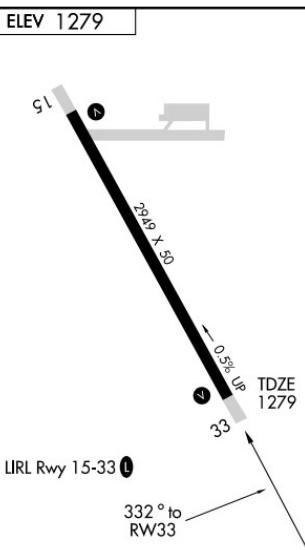
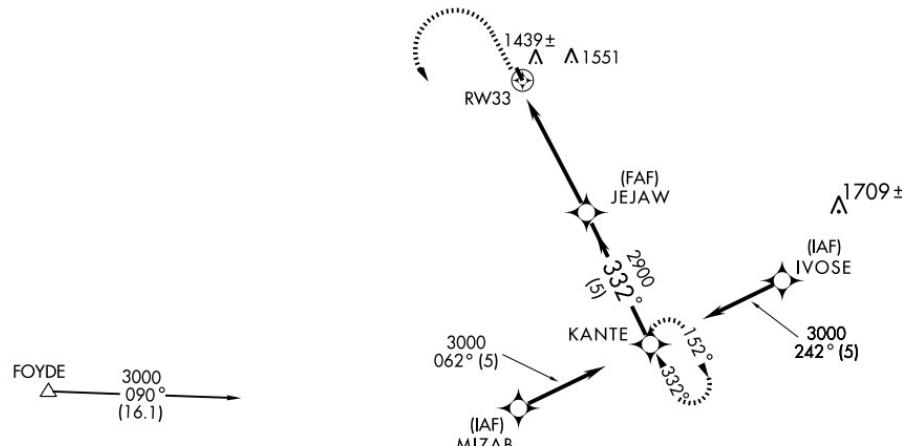
AL-6773 (FAA)

GPS RWY 33

CRESCO/ELLEN CHURCH FIELD (CJJ)

APP CRS 332°	Rwy Idg 2949 TDZE 1279 Apt Elev 1279
------------------------	---

T A NA	Use Decorah Muni altimeter setting.	MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct KANTE WP and hold.
MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.7



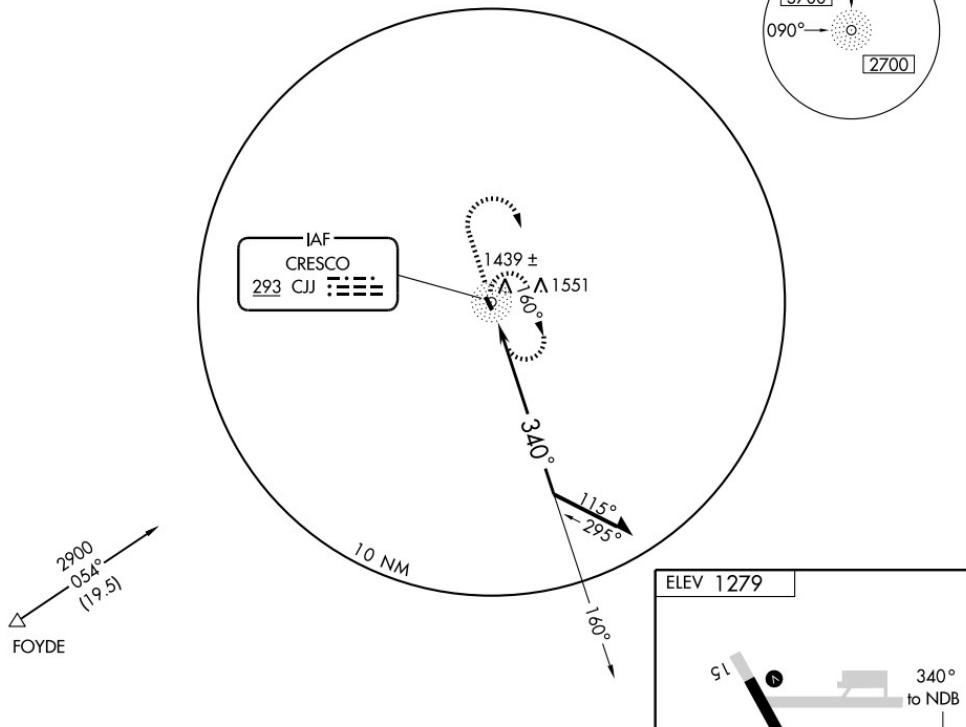
NDB RWY 33

CRESCO/ELLEN CHURCH FIELD (CJJ)

NDB CJJ 293	APP CRS 340°	Rwy Idg 2949 TDZE 1279 Apt Elev 1279
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T A NA	Use Decorah Muni altimeter setting.	MISSIED APPROACH: Climb to 2900 then right turn direct CJJ NDB and hold.
MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.7

A2642



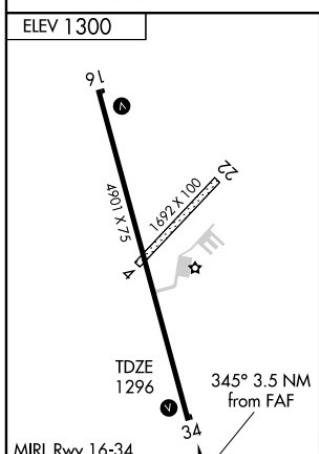
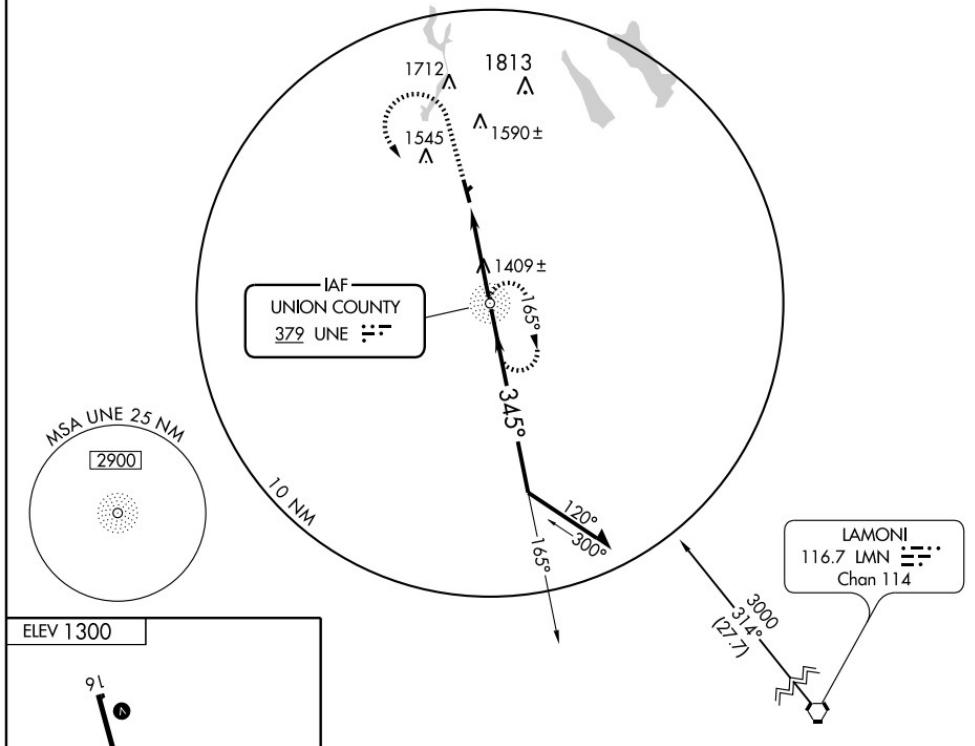
CATEGORY	A	B	C	D
S-33	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA
CIRCLING	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA

NDB UNE	APP CRS	Rwy Idg	4901
379	345°	TDZE	1296
		Apt Elev	1300

NDB RWY 34

CRESTON MUNI (CSQ)

▼ Circling NA for CATs B and C west of Rwy 16-34. ▲ NA If local altimeter setting not received, use Des Moines Int'l altimeter setting and increase all MDAs 160 feet. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 3000 then left turn direct UNE NDB and hold.
--	--

AWOS-3
124.75MINNEAPOLIS CENTER
125.65 306.95UNICOM
122.8 (CTAF)

CATEGORY	A	B	C	D
S-34	1720-1	424 (500-1)	1720-1½ 424 (500-1½)	NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

RNAV (GPS) RWY 16

CRESTON MUNI (CSQ)

APP CRS 161°	Rwy Idg 4901
TDZE 1296	Apt Elev 1300

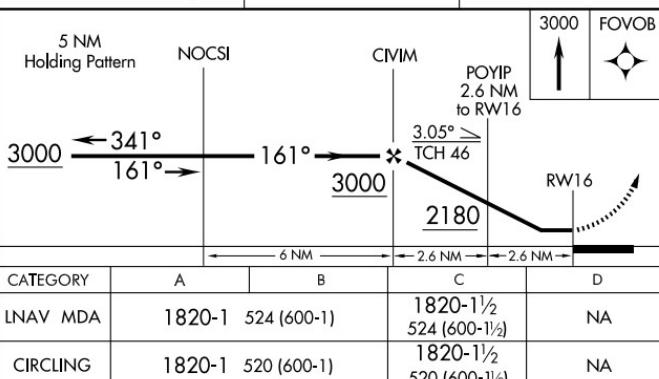
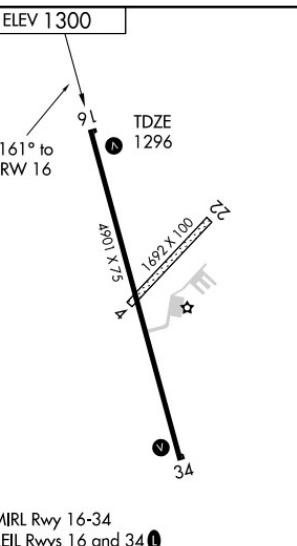
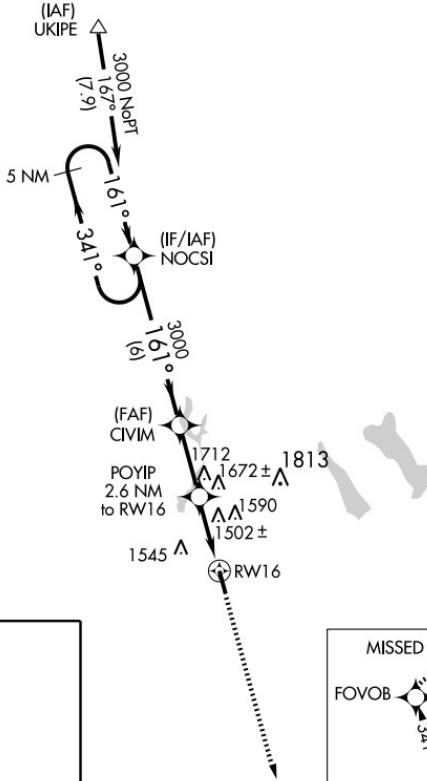
T DME/DME RNP-0.3 NA.
A Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22. If local altimeter setting not received, use Des Moines Int'l altimeter setting and increase all MDAs 160 feet.
When VGSi inoperative, straight-in/circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FOVOB and hold.

AWOS-3
124.75

MINNEAPOLIS CENTER
125.65 306.95

UNICOM
122.8 (CTAF)



APP CRS
341°
Rwy Idg 4901
TDZE 1296
Apt Elev 1300

RNAV (GPS) RWY 34

CRESTON MUNI (CSQ)

T DME/DME RNP-0.3 NA.
A Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22. If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet. When VGSi inoperative, circling Rwy 16 NA at night. Visibility reduction by helicopters NA.

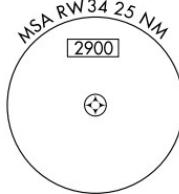
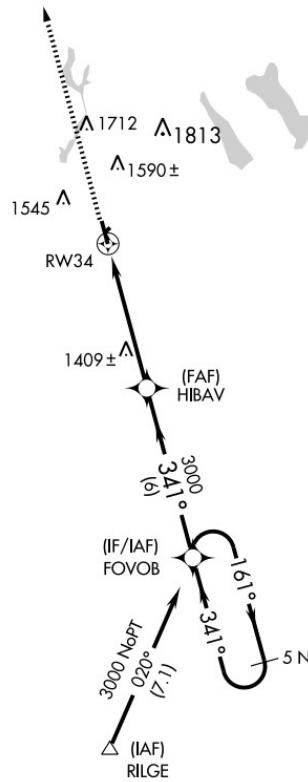
MISSED APPROACH: Climb to 3000 direct NOCSI and hold.

AWOS-3
124.75

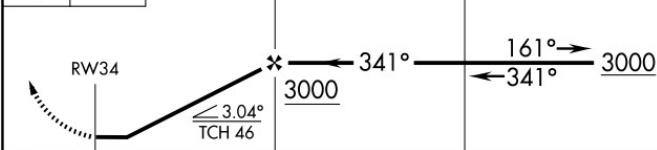
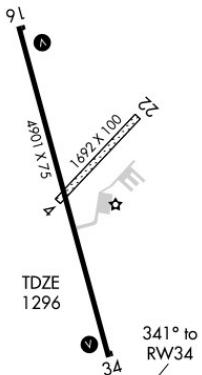
MINNEAPOLIS CENTER
125.65 306.95

UNICOM
122.8 (CTAF) 

MISSED APCH FIX



ELEV 1300



CATEGORY	A	B	C	D
LNAV MDA	1660-1 364 (400-1)			
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

RNAV (GPS) RWY 3

DAVENPORT MUNI (DVN)

APP CRS 043°	Rwy Idg 4001
TDZE 750	Apt Elev 753

DME/DME RNP-0.3 NA.

If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

MISSSED APPROACH: Climb to 3000 direct WILUG and left turn via 023° track to ZATPA and hold.

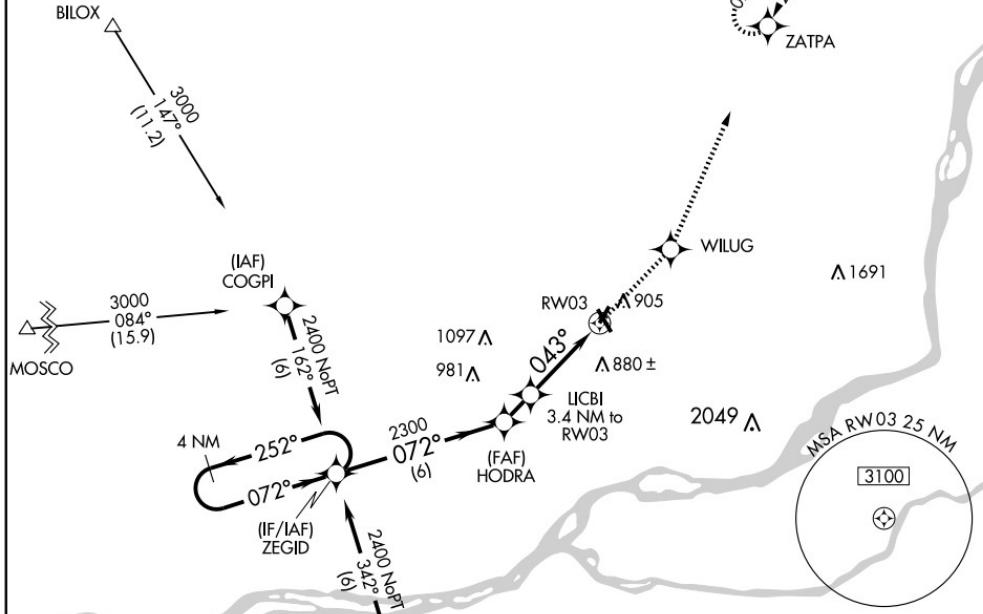
AWOS-3 120.175	QUAD CITY APP CON *
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125.95	257.8
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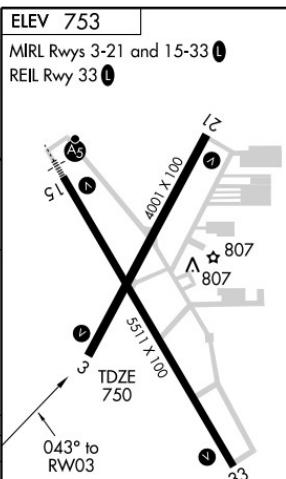
CLNC DEL 118.35

UNICOM 123.0 (CTAF)

Procedure NA for arrivals at MOSCO via V6 westbound and arrivals at MSV VORTAC via V434 eastbound and via V63 southbound.



CATEGORY	A	B	C	D
LNAV MDA	1140-1	390 (400-1)		1140-1½ 390 (400-1½)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)



RNAV (GPS) RWY 15

DAVENPORT MUNI (DVN)

WAAS CH 81821	APP CRS 149°	Rwy Idg 5511 TDZE 751 Apt Elev 753 W15A
------------------	-----------------	--

V DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below

-16°C (4°F) or above 47°C (117°F).

If local altimeter setting not received, use Quad City Intl altimeter setting and increase all DAs/MDAs 60 feet.

VDP and Baro-VNAV NA when using Quad City Intl altimeter setting.

For inoperative MALSR, increase LPV visibility all Cts. to $\frac{3}{4}$.

MALSR

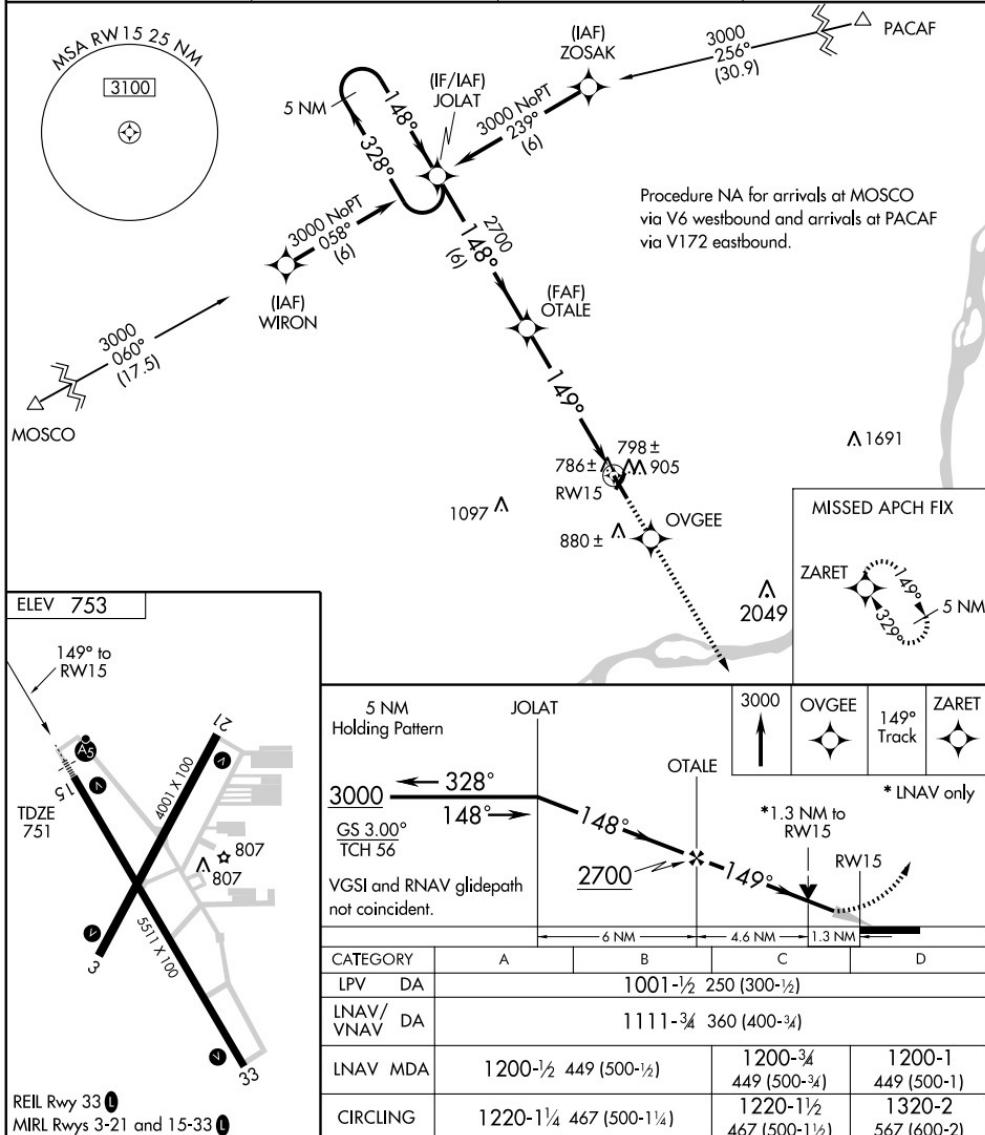
MISSSED APPROACH: Climb to 3000 direct OVGEE and via 149° track to ZARET and hold.

AWS-3
120.175

QUAD CITY APP CON *
125.95 257.8

CLNC DEL
118.35

UNICOM
123.0 (CTAF) 0



RNAV (GPS) RWY 21

DAVENPORT MUNI (DVN)

APP CRS 209°	Rwy Idg 4001 TDZE 750 Apt Elev 753
------------------------	---

T DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

MISSSED APPROACH: Climbing right turn to 3000 direct ZATPA and hold.

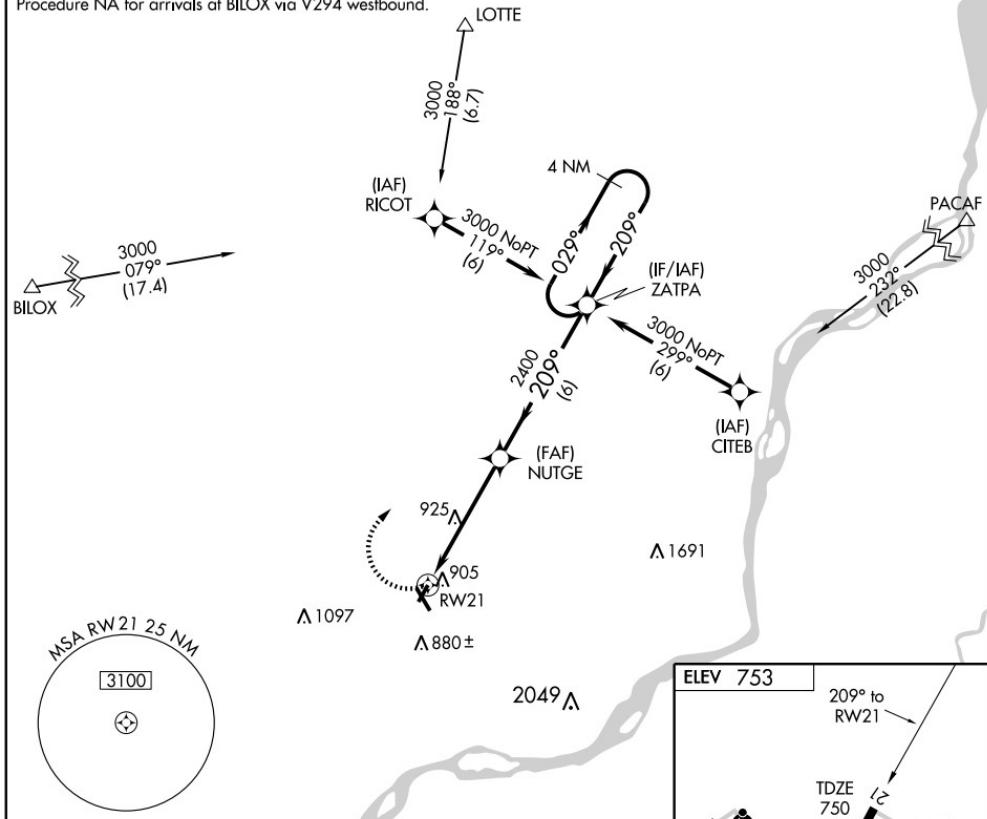
AWOS-3
120.175

QUAD CITY APP CON ★
125.95 257.8

CLNC DEL
118.35

UNICOM
123.0 (CTAF) L

Procedure NA for arrivals at BILOX via V294 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1180-1 430 (500-1)		1180-1½ 430 (500-1½)	1180-1½ 430 (500-1½)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

APP CRS | Rwy Idg 5511
329° | TDZE 751
 Apt Elev 753

RNAV (GPS) RWY 33

DAVENPORT MUNI (DVN)

T Cirding NA at night. DME/DME RNP-0.3 NA.
A If local altimeter setting not received, use Quad City Intl altimeter setting
and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

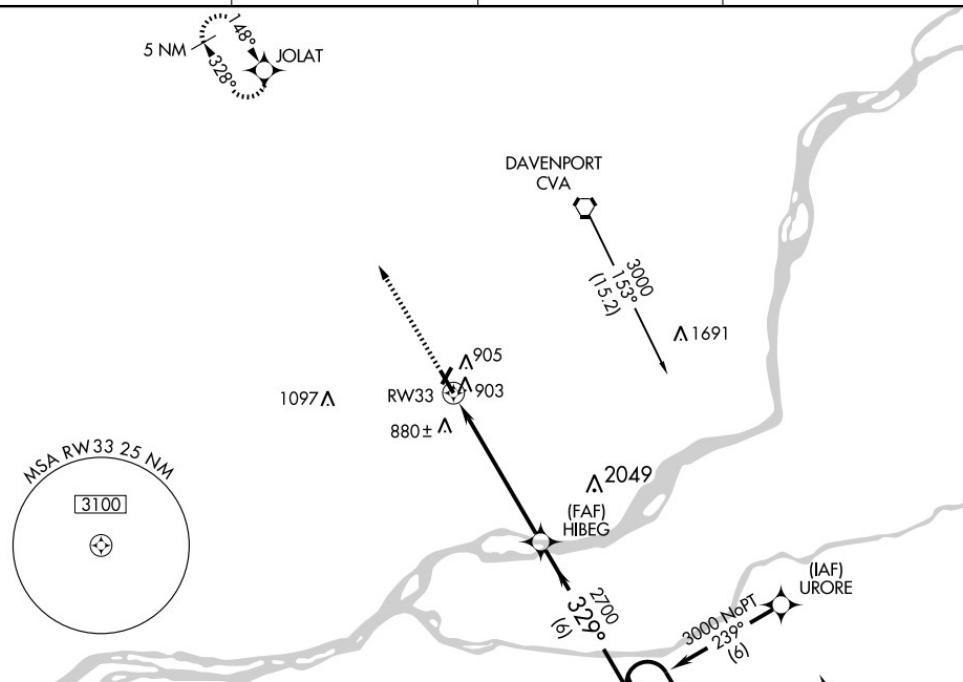
MISSED APPROACH: Climb to 3000 direct JOLAT and hold.

AWOS-3
120.175

**QUAD CITY APP CON★
125.95 257.8**

**CLNC DEL
118.35**

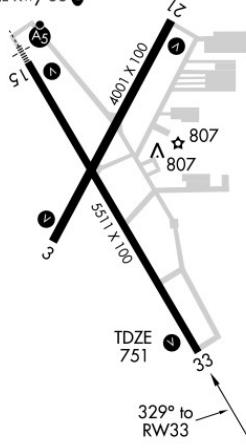
UNICOM
123.0 (CTAF) 0



EIEV 753

MIRL Rwy 3-21 and 15-33

REIL Rwy 33 L



This figure shows a portion of an aeronautical chart. At the top left is a vertical scale bar labeled '3000' with an upward arrow. To its right is a compass rose with the label 'JOLAT'. Below these are two boxes: one for 'HIBEG' and one for 'ZARET'. A horizontal line labeled '3000' extends from the 'ZARET' box to the right. Above this line is the text '5 NM Holding Pattern'. On the left, there is a curved dashed line labeled 'RW33' with an arrow pointing towards it. A solid black line starts at the end of the 'RW33' curve and goes straight. From this point, a curved solid line labeled '1.2 NM to RW33' leads down to another solid line labeled 'TCH 48'. This line has a small circle with '3.05°' written above it. The line then turns right and is labeled '2700' below it. From this turn, a curved line goes up and to the right, labeled '329°'. Another curved line goes up and to the left, also labeled '329°'. The distance between the start of the 'TCH 48' line and the end of the '329°' lines is indicated as '4.7 NM'. The total distance from the start of the 'TCH 48' line to the end of the '329°' lines is '6 NM'. Below the chart, there is a table with columns for 'CATEGORY', 'A', 'B', 'C', and 'D'.

CATEGORY	A	B	C	D
LNAV MDA	1160-1	409 (500-1)	1160-1½	409 (500-1½)
CIRCLING	1220-1	467 (500-1)	1220-1½	1320-2
			467 (500-1½)	567 (600-2)

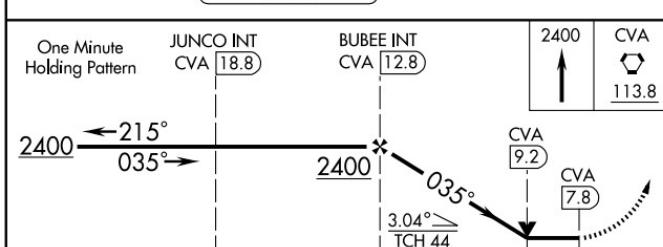
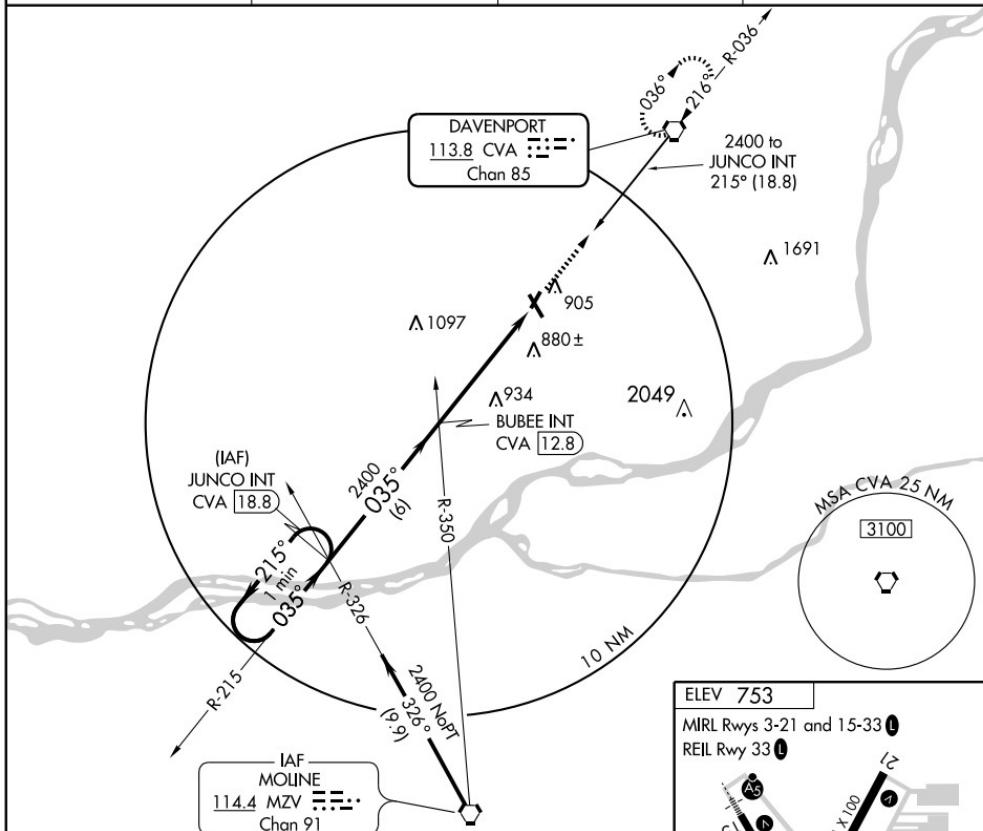
VOR RWY 3

DAVENPORT MUNI (DVN)

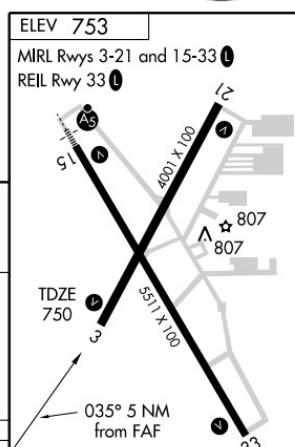
VORTAC CVA 113.8 Chan 85	APP CRS 035°	Rwy Idg 4001 TDZE 750	Apt Elev 753
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V If local altimeter setting not received, use Quad City Int'l altimeter setting and increase all MDAs 60 feet.
A VDP NA when using Quad City Int'l altimeter setting.

MISSSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

AWOS-3
120.175QUAD CITY APP CON ★
125.95 257.8CLNC DEL
118.35UNICOM
123.0 (CTAF) 0

CATEGORY	A	B	C	D	FAF to MAP 5 NM					
S-3	1240-1	490 (500-1)	1240-1½ 490 (500-1½)	1240-1½ 490 (500-1½)	Knots	60	90	120	150	180
CIRCLING	1240-1	487 (500-1)	1240-1½ 487 (500-1½)	1320-2 567 (600-2)	Min:Sec	5:00	3:20	2:30	2:00	1:40



VOR RWY 21

DAVENPORT MUNI (DVN)

VORTAC CVA <u>113.8</u> Chan 85	APP CRS 216°	Rwy Idg TDZE	4001 750
		Apt Elev	753

T If local altimeter setting not received, use Quad City Int'l altimeter setting and increase all MDAs 60 feet.

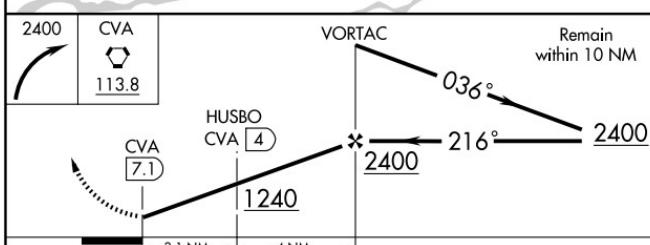
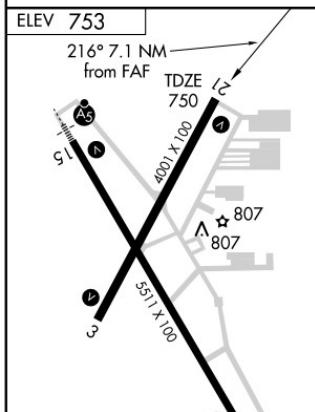
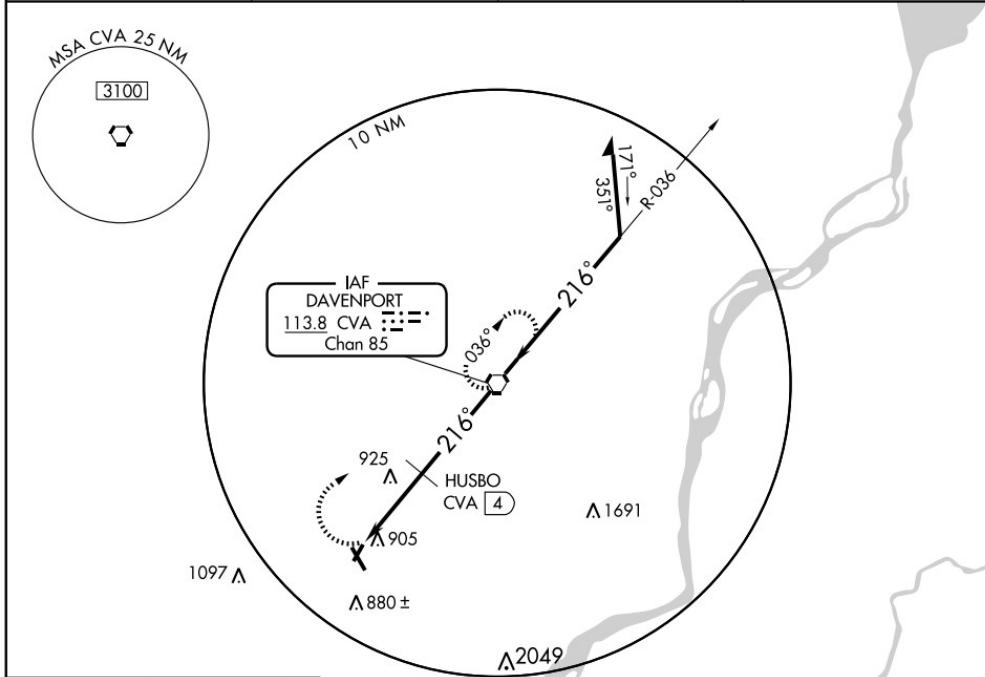
MISSED APPROACH: Climbing right turn to 2400 direct CVA VORTAC and hold.

ASOS-3
120.175

QUAD CITY APP CON★
125.95 257.8

CLNC DEL
118.35

UNICOM
123.0 (CTAF) 1



CATEGORY	3.1 NM		4 NM	
	A	B	C	D
S-21	1240-1	490 (500-1)	1240-1½ 490 (500-1½)	1240-1½ 490 (500-1½)

487 (500-1) | 487

HUSBO FIX MINIMUMS			
S-21	1180-1 430 (500-1)	1180-1½ 430 (500-1½)	1180-1½ 430 (500-1½)
CIRCLING	1220-1 467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)

DECORAH, IOWA

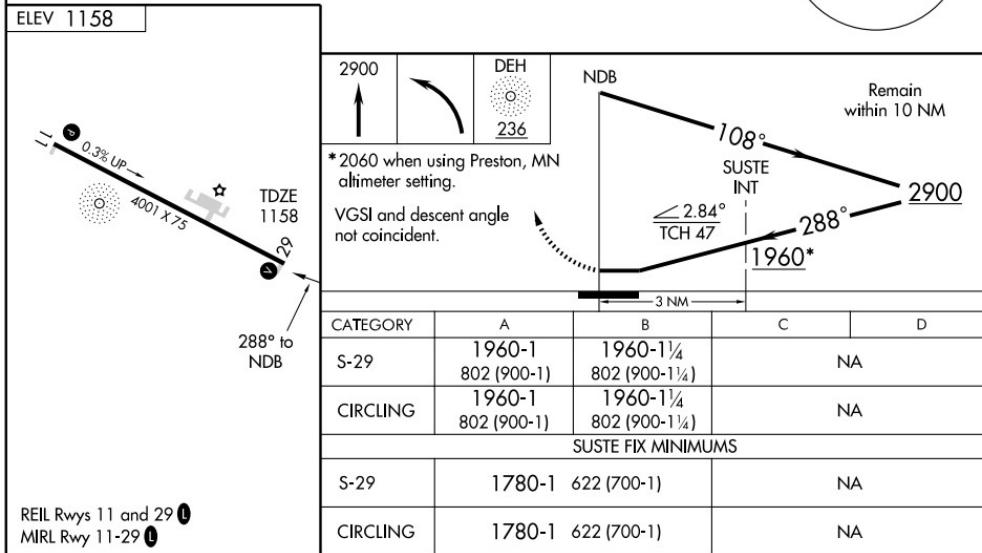
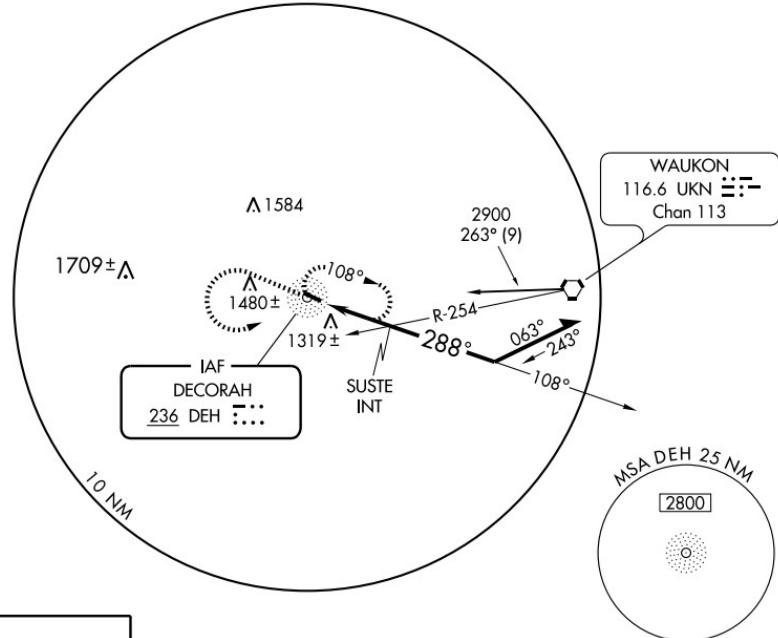
AL-5678 (FAA)

NDB DEH 236	APP CRS 288°	Rwy Idg 4001 TDZE 1158 Apt Elev 1158
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NDB RWY 29

DECORAH MUNI (DEH)

T A NA When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet and Cat. A visibility $\frac{1}{4}$ mile.	MISSED APPROACH: Climb to 2900 then left turn direct DEH NDB and hold.
AWOS-3 120.925	MINNEAPOLIS CENTER 118.85



RNAV (GPS) RWY 29

DECORAH MUNI (DEH)

APP CRS 294°	Rwy Idg 4001 TDZE 1158 Apt Elev 1158
------------------------	---

V DME/DME RNP -0.3 NA.
A When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet.
 VDP NA when using Preston, MN altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct FAYNE and hold.

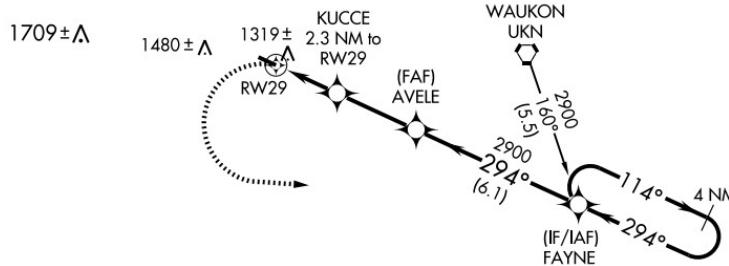
AWOS-3
120.925

MINNEAPOLIS CENTER
118.85

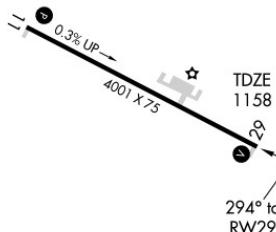
UNICOM
122.8 (CTAF)

Procedure NA for arrivals on UKN VORTAC radials 116 CW 216.

A 1584



ELEV 1158



2900		FAYNE	VGSI and descent angles not coincident		4 NM Holding Pattern	
1 NM to RW29		KUCCE 2.3 NM to RW29	AVELE	2900	FAYNE	2900
294°	1920	≤ 3.04° TCH 40	294°	114°	294°	2900
1 NM	1.3 NM	3 NM	6.1 NM			
CATEGORY	A	B	C	D		
LNAV MDA	1580-1 422 (500-1)				NA	
CIRCLING	1620-1 462 (500-1)				NA	

REIL Rwy 11 and 29 L
MIRL Rwy 11-29 L

DECORAH, IOWA

AL-5678 (FAA)

VOR RWY 29
DECORAH MUNI (DEH)

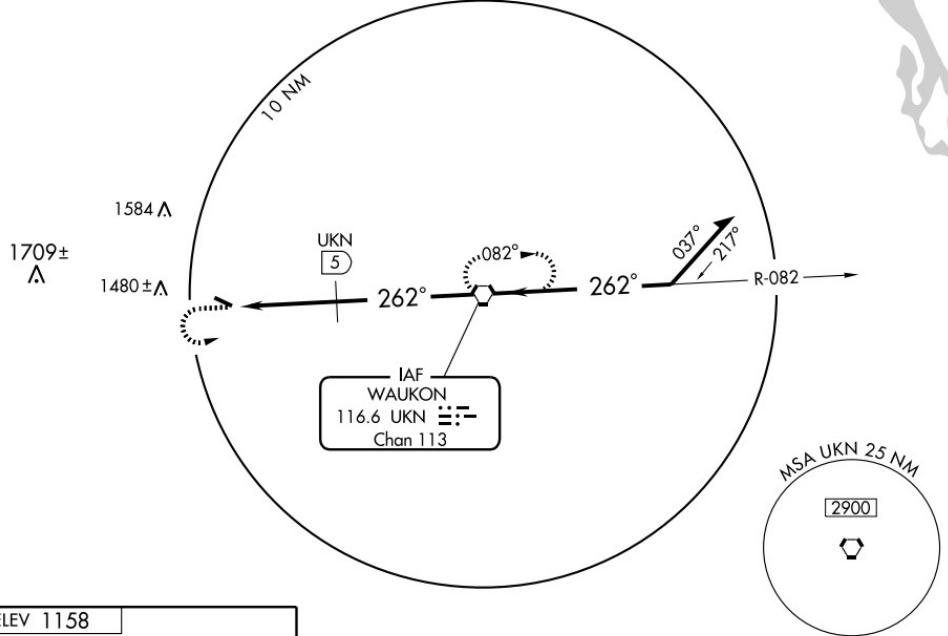
VORTAC UKN 116.6 Chan 113	APP CRS 262°	Rwy Idg TDZE Apt Elev	4001 1158 1158
--	------------------------	-----------------------------	---

MISSED APPROACH: Climb to 2900 then left turn direct UKN VORTAC and hold.

AWOS-3
120.925

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF) 0



ELEV 1158

2900

UKM

VORTAC

Remain
within 10 NM

1980 when using
LaCrosse altimeter
setting.

262° 8.6 NM

REIL Rwy 11 and 29 L
MIRL Rwy 11-29 L

EEG to MAR 96 NM

Knots 60 80 120 150 180

Table 5. Mean scores for each group.

Min:Sec 8:36 5:44 4:18 3:26 2:5

DENISON, IOWA

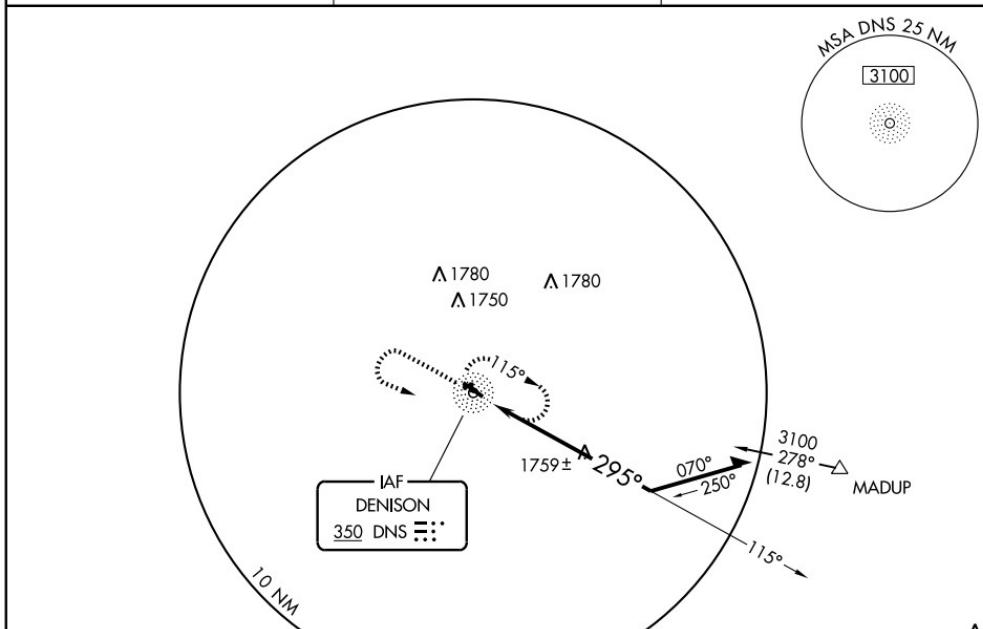
AL-5458 (FAA)

NDB RWY 30

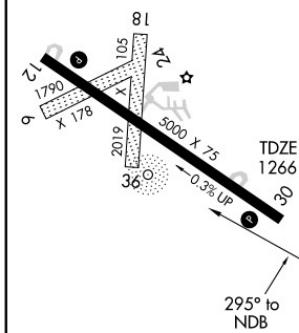
DENISON MUNI (DNS)

NDB DNS	APP CRS	Rwy Idg	5000
350	295°	TDZE	1266
		Apt Elev	1274

▼ Visibility reduction by helicopters NA.

When local altimeter setting not received, use Carroll altimeter setting
and increase all MDA 80 feet and S-30/Circling Cat A and C visibility
1/4 mile.MISSSED APPROACH: Climb to 3100
then left turn direct DNS NDB and hold.AWOS-3
119.95MINNEAPOLIS CENTER
119.6 290.4UNICOM
122.8 (CTAF) 0

ELEV 1274



3100 ↑ ↘ DNS
350

NDB
715°
3100
Remain within 10 NM715°
3100
295°MIRL Rwy 12-30 0
REIL Rwy 12 and 30 0

CATEGORY	A	B	C	D
S-30	2120-1 854 (900-1)	2120-1½ 854 (900-1½)	2120-2½ 854 (900-2½)	NA
CIRCLING	2120-1 846 (900-1)	2120-1½ 846 (900-1½)	2120-2½ 846 (900-2½)	NA

DENISON, IOWA

AL-5458 (FAA)

RNAV (GPS) RWY 12

DENISON MUNI (DNS)

WAAS Ch 90409 W12A	APP CRS 120°	Rwy Idg 5000 TDZE 1274 Apt Elev 1274
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▼ DME/DME RNP: 0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

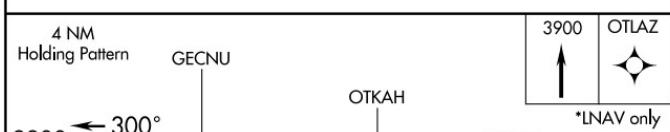
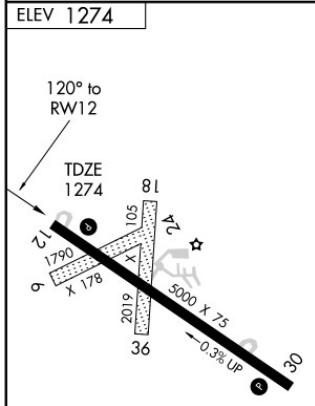
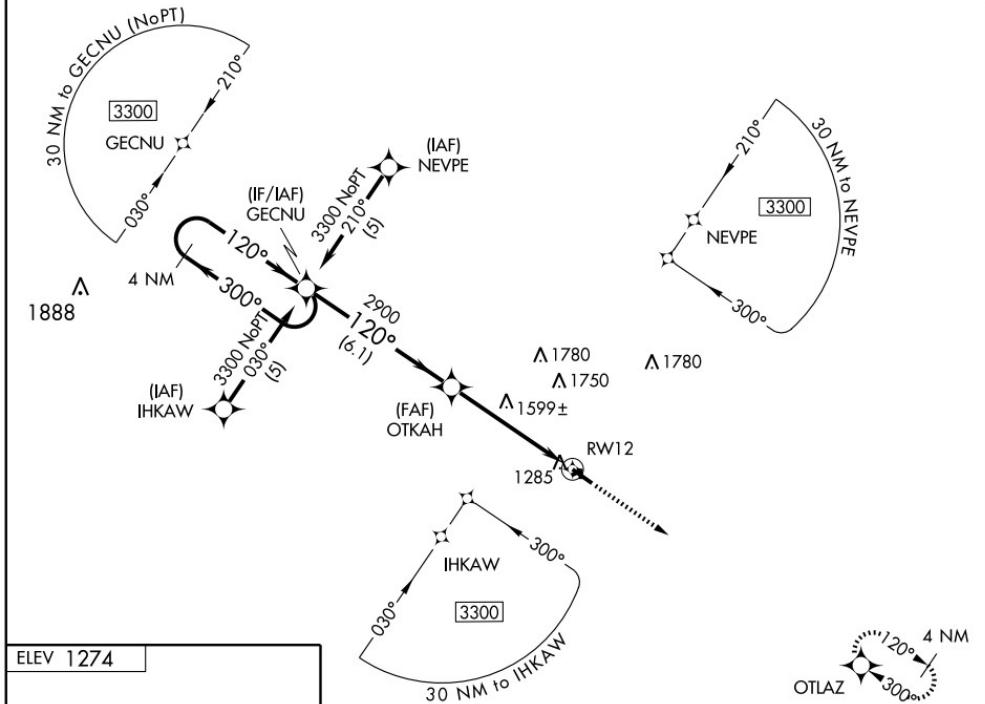
▲ NA BARO-VNAV and VDP NA when using Carroll altimeter setting. When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility $\frac{1}{4}$ mile all Cats, LNAV/VNAV $\frac{1}{4}$ mile all Cats, LNAV Cat C $\frac{1}{4}$ mile, and circling Cat C $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3900 direct OTLZ and hold.

AWS-3
119.95

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA		1524-1 250 (300-1)		NA
LNAV/ VNAV DA		1554-1 280 (300-1)		NA
LNAV MDA	1860-1 586 (600-1)		1860-1 1½ 586 (600-1 ½)	NA
CIRCLING	1860-1 586 (600-1)	1880-1 606 (700-1)	1880-1 ¾ 606 (700-1 ¾)	NA

DENISON, IOWA

AL-5458 (FAA)

RNAV (GPS) RWY 30

DENISON MUNI (DNS)

WAAS Ch 45908 W30A	APP CRS 300°	Rwy Idg TDZE Apt Elev	5000 1266 1274
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▼ DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

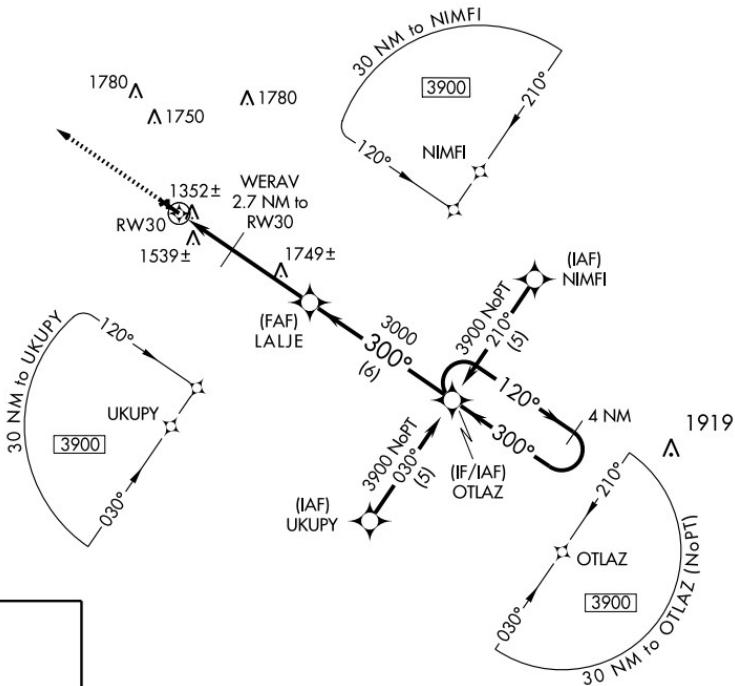
▲ NA 72 feet and all MDA 80 feet. Increase LPV visibility $\frac{1}{4}$ mile all Cats, LNAV/VNAV visibility $\frac{1}{2}$ mile all Cts, LNAV Cat C $\frac{1}{4}$ mile, and circling Cat $\frac{1}{4}$ mile. BARO-VNAV NA when using Carroll altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3300 direct GECNU and hold.

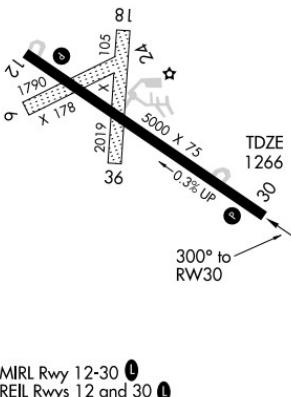
AWOS-3
119.95

MINNEAPOLIS CENTER
119.6 290.4

UNICOM
122.8 (CTAF) 0

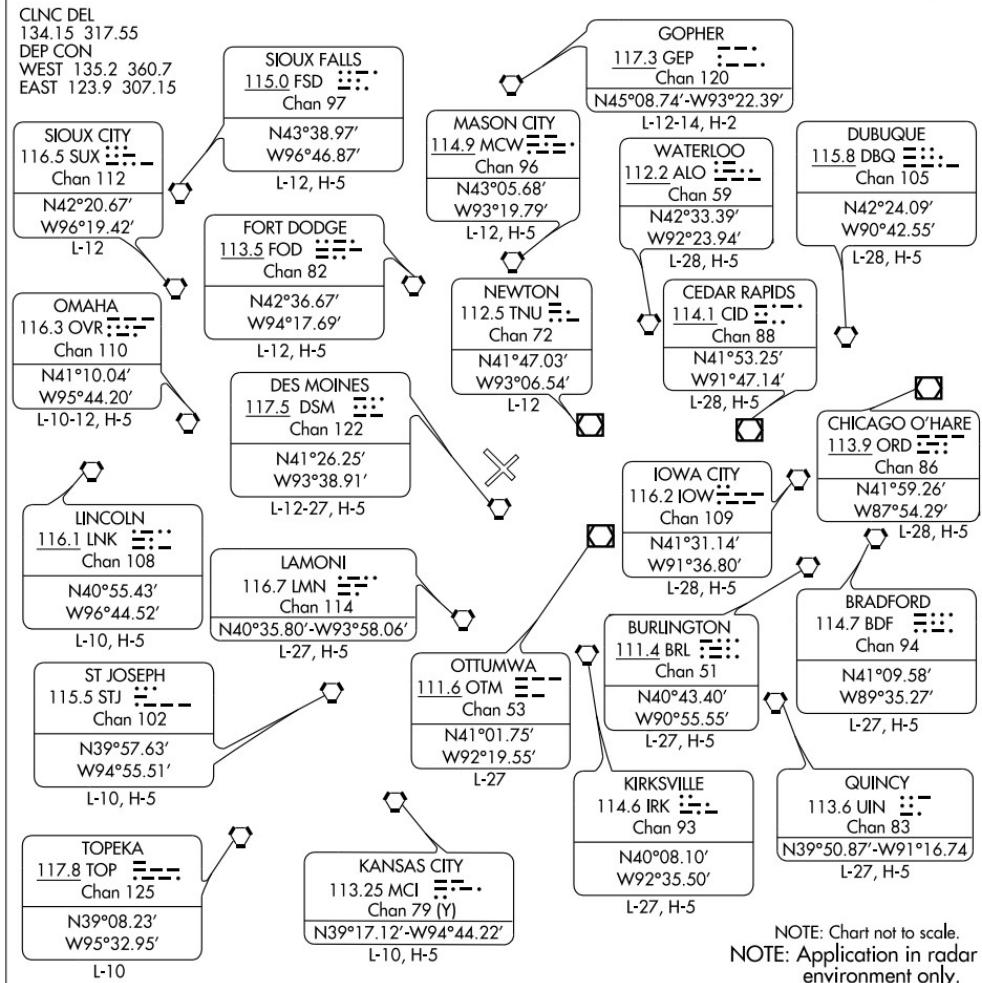


ELEV 1274



CATEGORY	A	B	C	D
LPV DA	1551-1 285 (300-1)			NA
LNAV / VNAV DA	1853-2 587 (600-2)			NA
LNAV MDA	1800-1 534 (600-1)	1800-1 1½ 534 (600-1½)		NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	1880-1 ¾ 606 (700-1¾)	NA

NC-3, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

Maintain runway heading; expect vector to assigned route/fix. Maintain 5000' or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOC I-DSM
110.3
Chan 40

APCH CRS
309°

Rwy Idg 9001
TDZE 957
Arpt Elev 957

JAL-117 [USAF]

DES MOINES INTL (KDSM)

T NOTE: Use I-DSM DME while on the LOC course.
 * When ALS inop, increase S-ILS CAT E RVR to 40 am vis to $\frac{3}{4}$ miles, S-LOC CAT E vis to $1\frac{1}{4}$ miles.

ALSF

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE INT/DSM 12 DME and hold.

ATIS
119.55 251.05

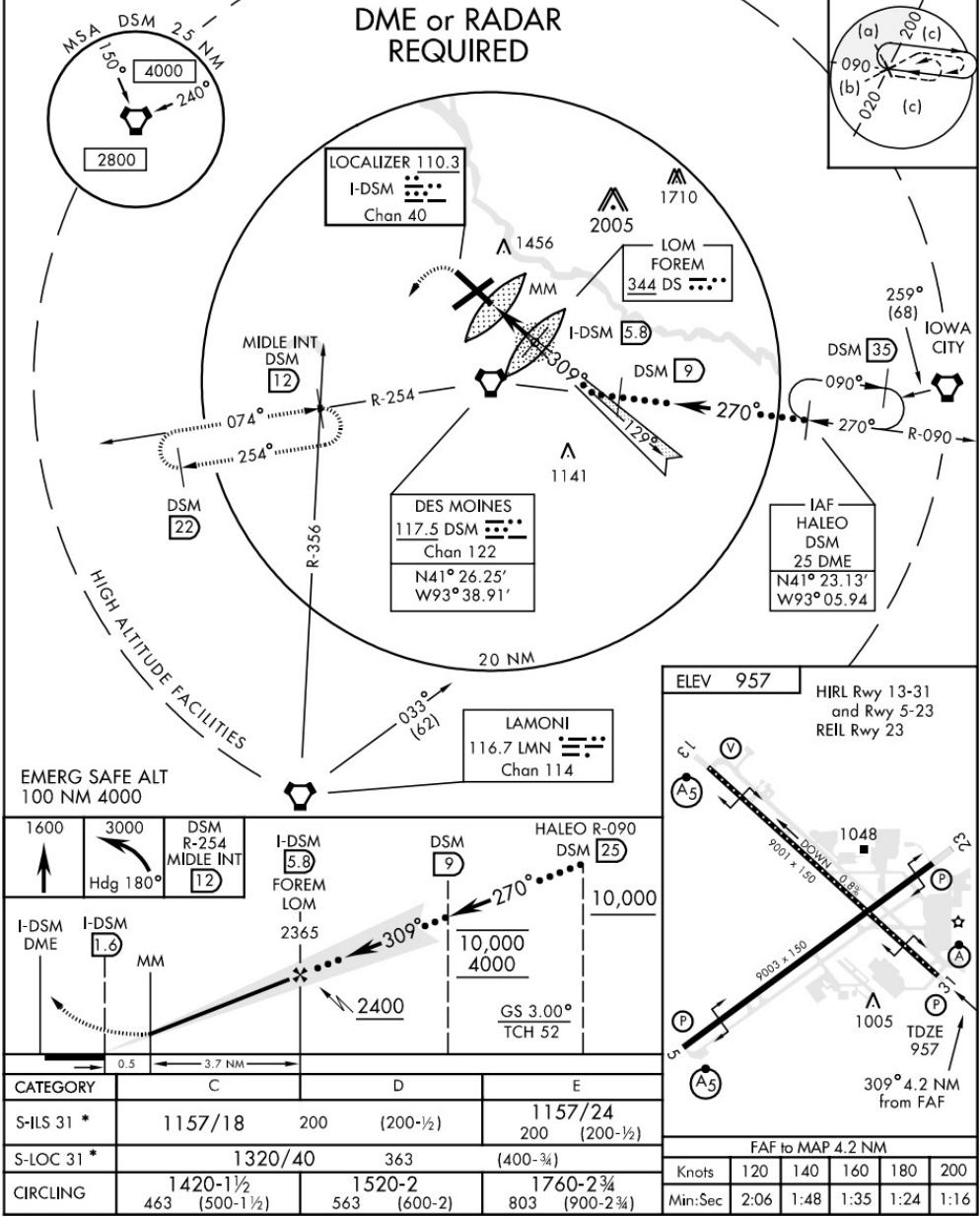
DES MOINES APP CO
135.2 360.7

DES MOINES TOWER
118.3 257.8

GND CON
121.9 348

CLNC DEL
134.15 317.55

DME or RADAR
REQUIRED



DES MOINES, IOWA

AL-117 (FAA)

ILS or LOC RWY 5 DES MOINES INTL (DSM)

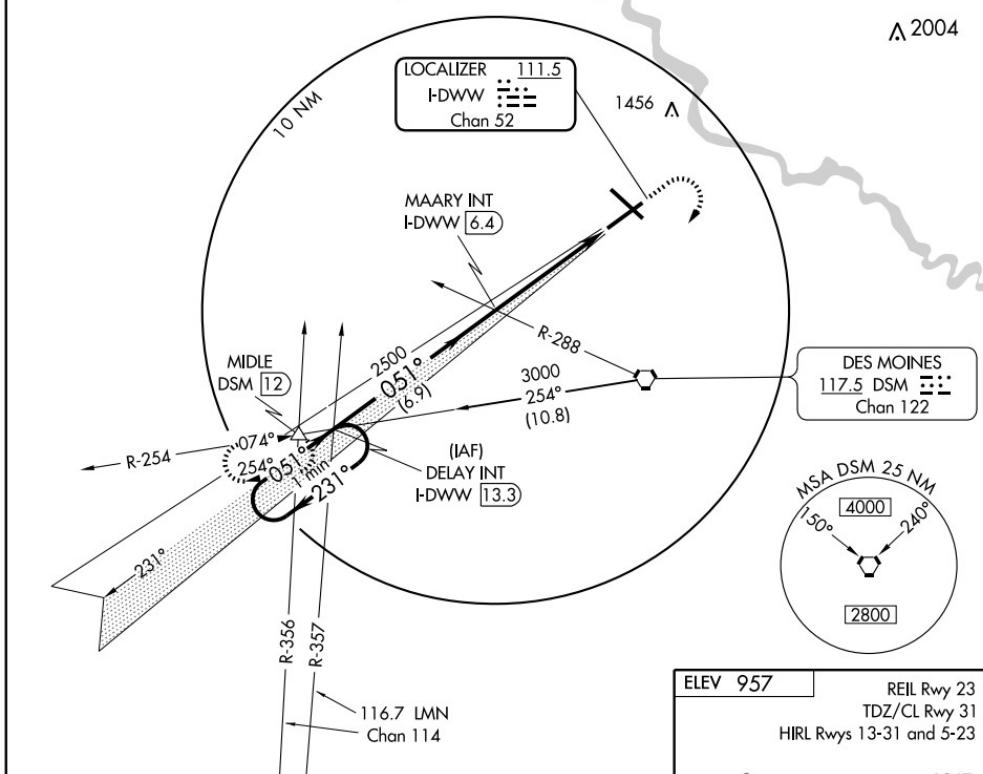
LOC/DME I-DWW	APP CRS	Rwy Idg	9003
111.5	051°	TDZE	931
Chan 52		Apt Elev	957

MALSR

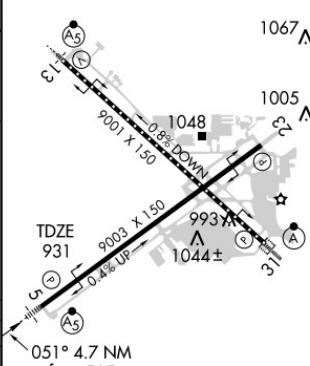


MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC, then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55



ELEV 957 REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23



CATEGORY A B C D E

S-ILS 5 * 1131/24 200 (200-½)

S-LOC 5 1360/24 429 (500-½) 1360/40 429 (500-¾)

CIRCLING 1380-1 1420-1 1420-1½ 1520-2 1760-2 ¾

423 (500-1) 463 (500-1) 463 (500-1½) 563 (600-2) 803 (900-2 ¾)

FAF to MAP 4.7 NM

Knots 60 90 120 150 180

Min:Sec 4:42 3:08 2:21 1:53 1:34

ILS or LOC RWY 13
DES MOINES INTL (DSM)

LOC I-VGUs	APP CRS	Rwy Idg	9001
111.9	129°	TDZE	921
		Apt Elev	957

V For inoperative MALSR increase Cat. E visibility to RVR 4000.

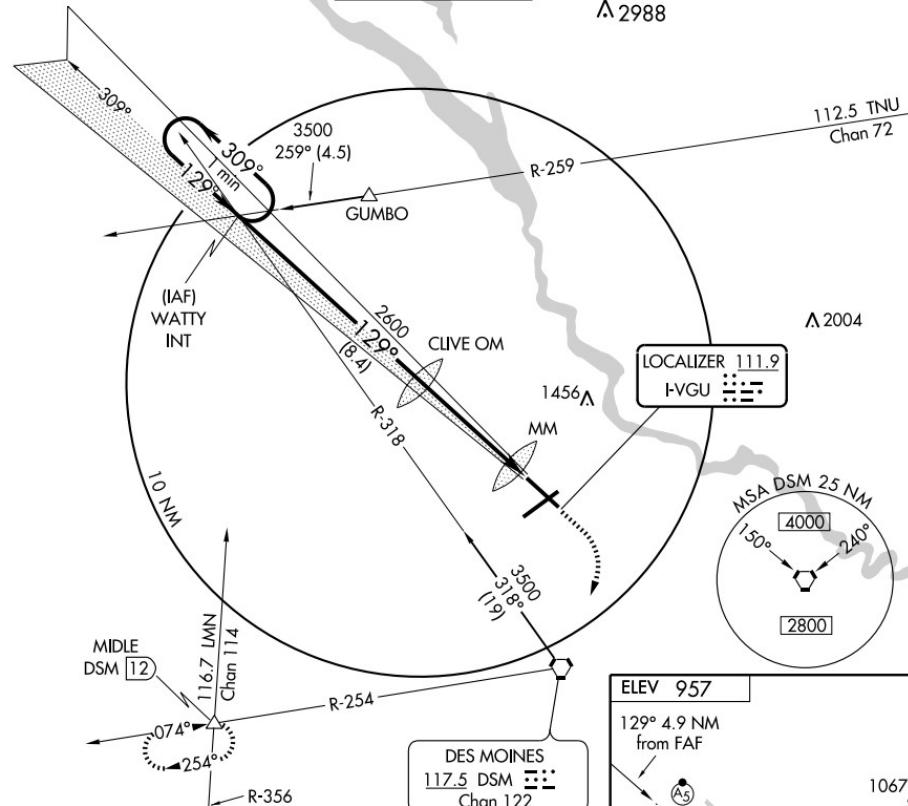
MALSR



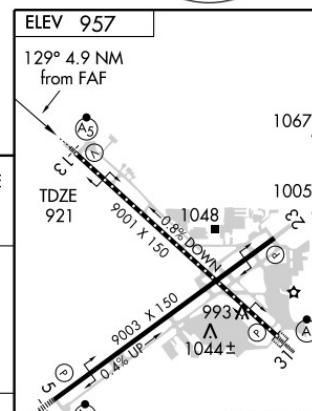
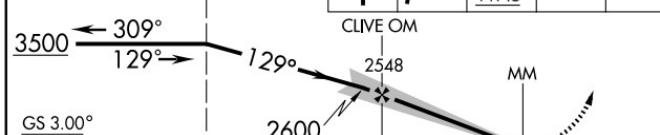
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then via DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55

A 2988



One Minute Holding Pattern	WATTY INT	1600	3000	DSM 117.5	DSM R-254	MIDDLE △



REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

CATEGORY A B C D E

S-ILS 13 1121/24 200 (200-½)

S-LOC 13 1380/24 459 (500-½) 1380/40 459 (500-¾) 1380/50 459 (500-1)

CIRCLING 1380-1 1420-1 1420-1½ 1520-2 1760-2¾

423 (500-1) 463 (500-1) 463 (500-1½) 563 (600-2) 803 (900-2¾)

FAF to MAP 4.9 NM

Knots 60 90 120 150 180

Min:Sec 4:54 3:16 2:27 1:58 1:38

DES MOINES, IOWA

AL-117 (FAA)

ILS or LOC RWY 31 DES MOINES INTL (DSM)

LOC/DME I-DSM	APP CRS	Rwy Idg	9001
110.3	309°	TDZE	957
Chan 40		Apt Elev	957

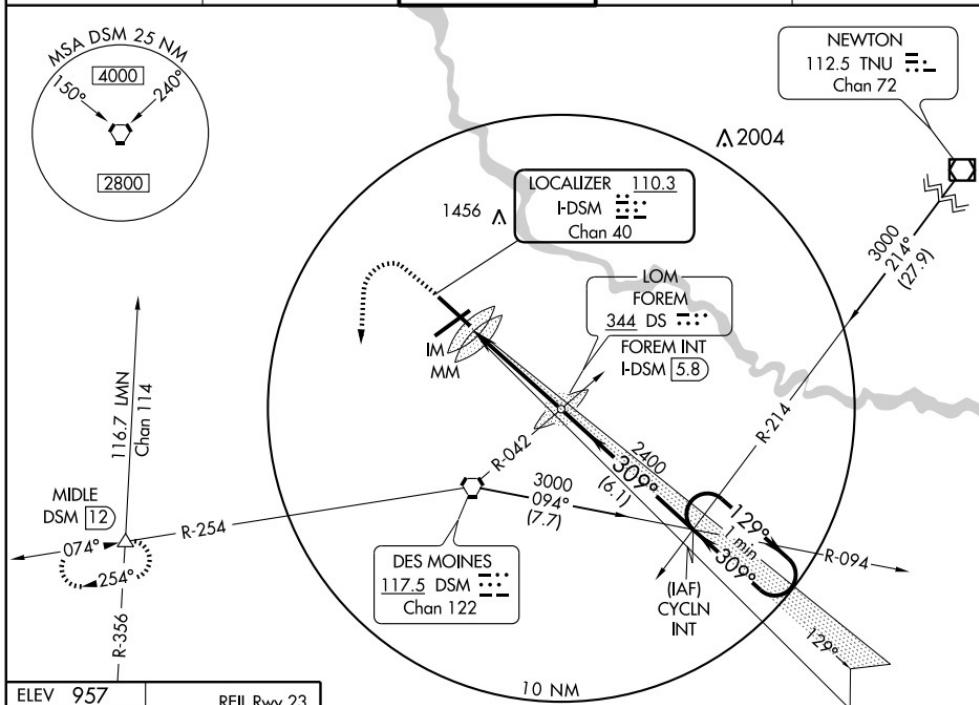
V For inoperative ALSF increase Cat. E visibility to RVR 4000.

ALSF-2

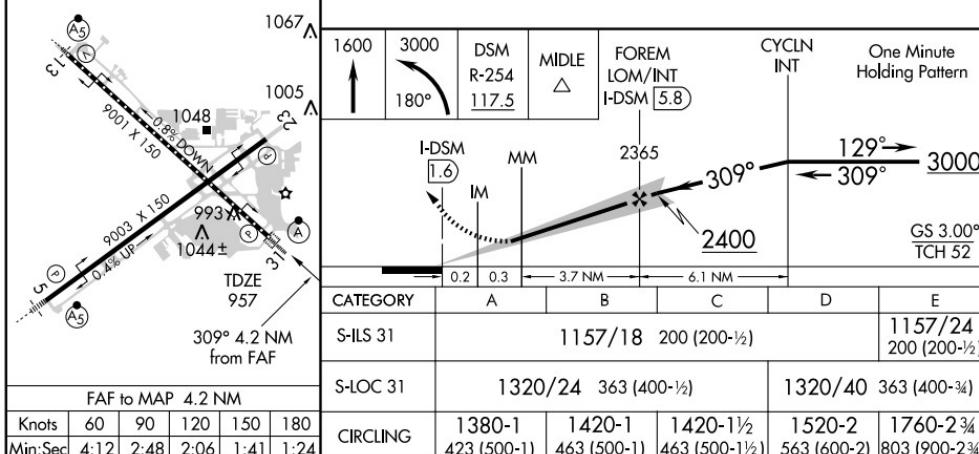


MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CINIC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55



ELEV 957	REIL Rwy 23
	TDZ/CL Rwy 31
	HIRL Rwy 13-31 and 5-23



DES MOINES, IOWA

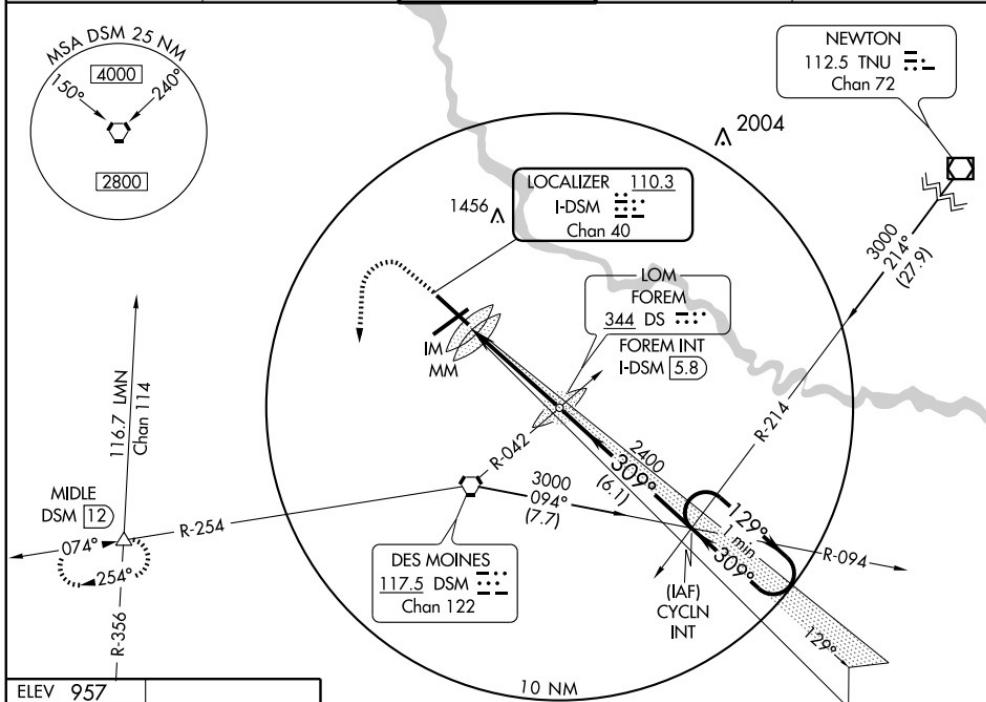
AL-117 (FAA)

LOC/DME I-DSM 110.3 Chan 40	APP CRS 309°	Rwy Idg 9001 TDZE 957 Apt Elev 957
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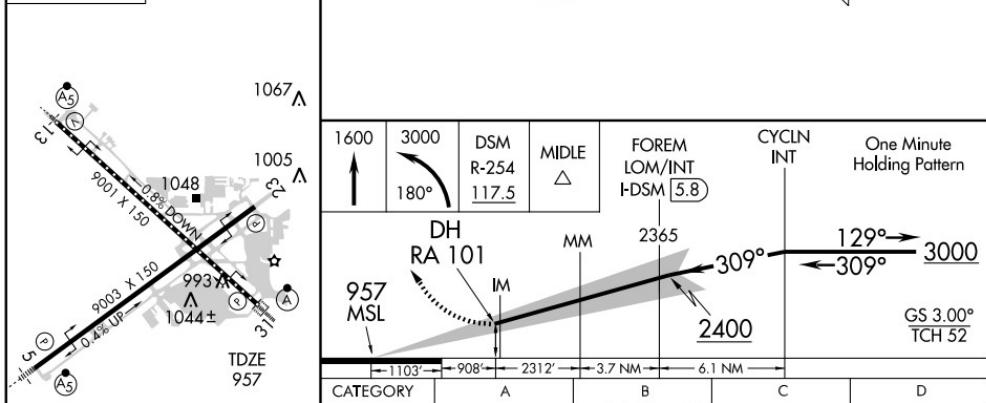
ILS RWY 31 (CAT II) DES MOINES INTL (DSM)

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CINCL DEL 134.15 317.55
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ELEV 957



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy's 13-31 and 5-23

DES MOINES, IOWA

AL-117 (FAA)

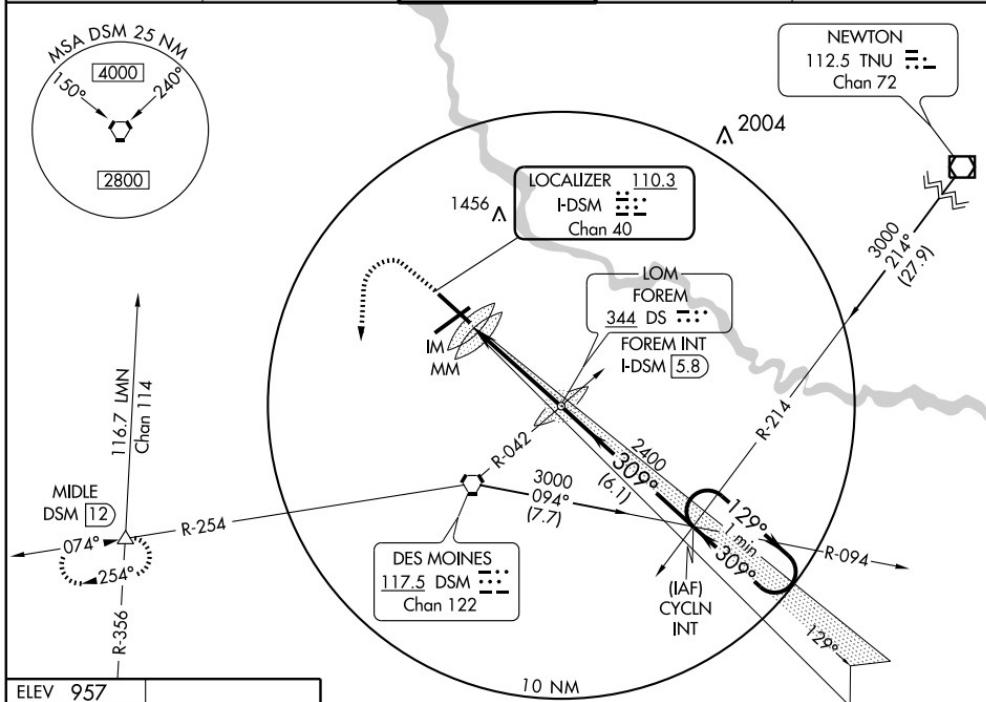
ILS RWY 31 (CAT III) DES MOINES INTL (DSM)

LOC/DME I-DSM 110.3 Chan 40	APP CRS 309°	Rwy Idg TDZE Apt Elev 9001 957 957
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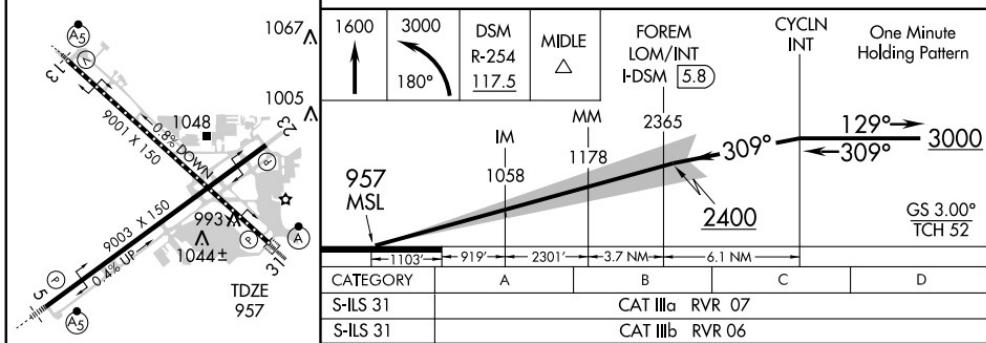


MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 957



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

RNAV (GPS) RWY 5

DES MOINES INTL (DSM)

WAAS CH 69202 W05A	APP CRS 051°	Rwy Idg 9003 TDZE 931 Apt Elev 958
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V DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F).

If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.

Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.

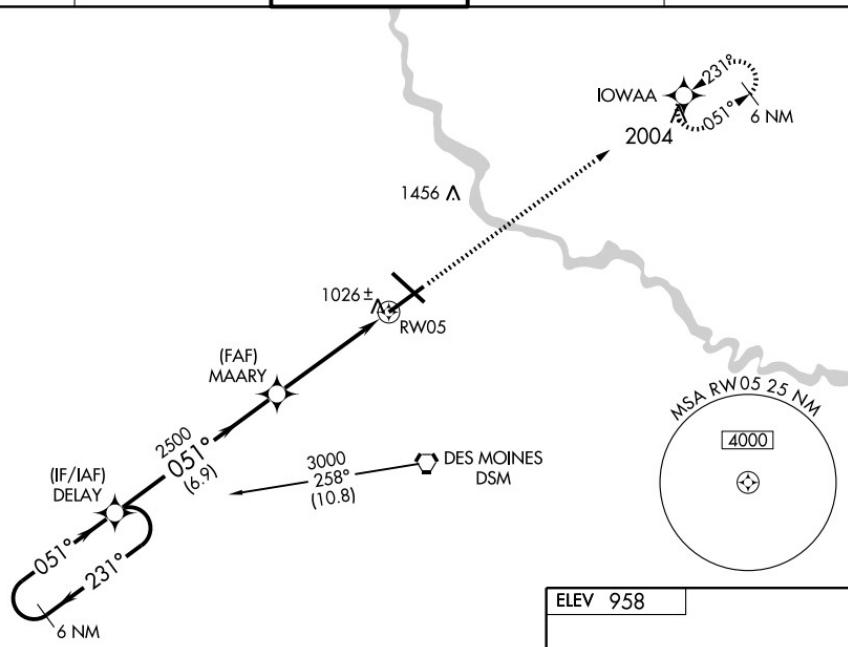
For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000 and LNAV/VNAV all Cats. visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000.

MALSR

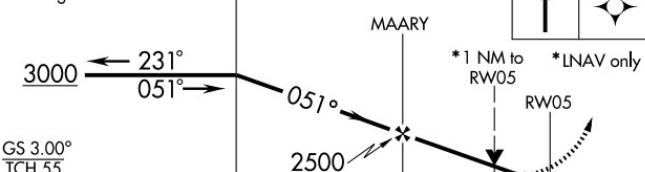


MISSSED APPROACH: Climb to 3100 direct IOWAA and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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6 NM Holding Pattern DELAY



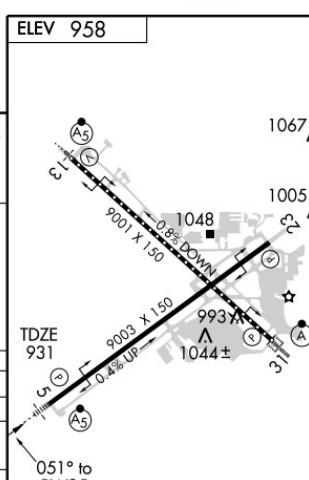
CATEGORY	A	B	C	D
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LPV DA 1188/24 257 (300-½)

LNAV/ VNAV DA 1276/40 345 (400-¾)

LNAV MDA 1280/24 349 (400-½) 1280/50 349 (400-1)

CIRCLING 1380-1½ 422 (500-1¼) 1420-1½ 462 (500-1¼) 1420-1½ 462 (500-1½) 1520-2 562 (600-2)



REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

RNAV (GPS) RWY 13

DES MOINES INTL (DSM)

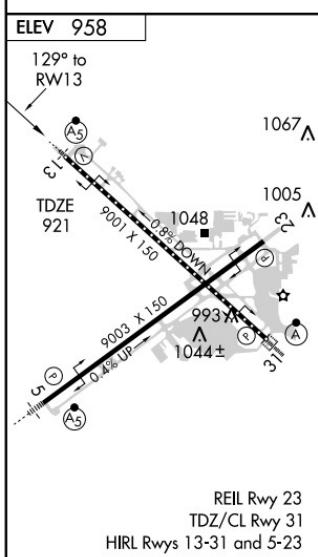
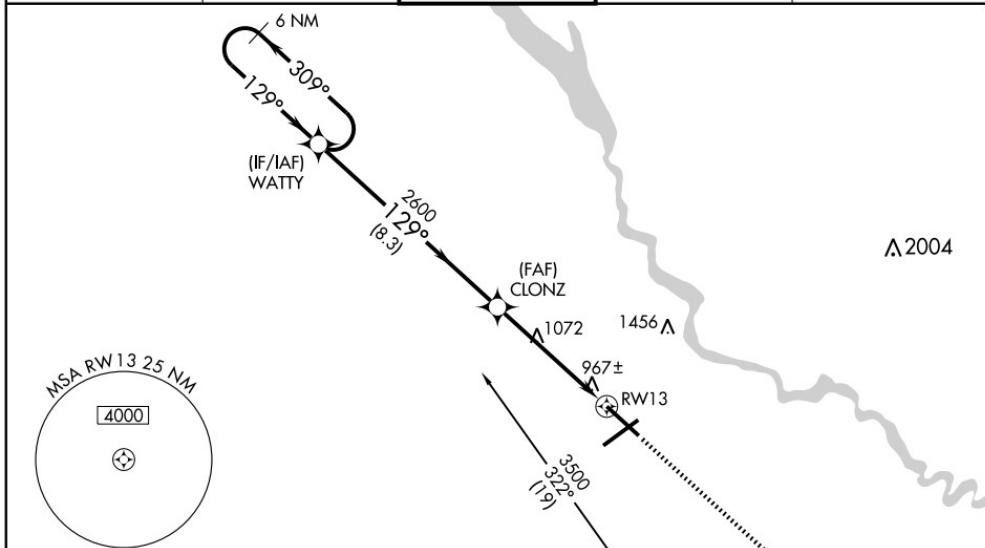
WAAS CH 72602 W13A	APP CRS 129°	Rwy Idg 9001 921 Apt Elev 958
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V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F). DME/DME RNP-0.3 NA.
 VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.
 When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet, and increase LNAV/VNAV
 Cats A, B and C visibility to RVR 4000.
 For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.
 For inoperative MALSR, when using Ankeny Rgnl altimeter setting
 increase LPV all Cats visibility to RVR 5000.

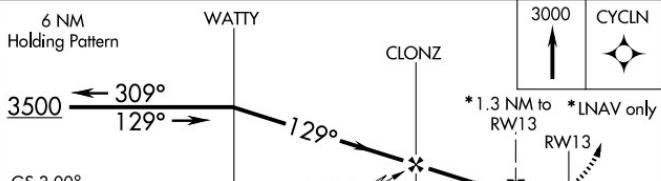


MISSIED APPROACH: Climb to 3000 direct CYCLN and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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Procedure NA for arrivals on DSM VORTAC airway radials 288 CW 001.



CATEGORY	A	B	C	D
LPV DA		1171/24 250 (300-½)		1242/40 321 (300-¾)
LNAV / VNAV DA		1242/24 321 (300-½)		1380/40 459 (500-¾)
LNAV MDA	1380/24 459 (500-½)		1380/40 459 (500-¾)	1380/50 459 (500-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)

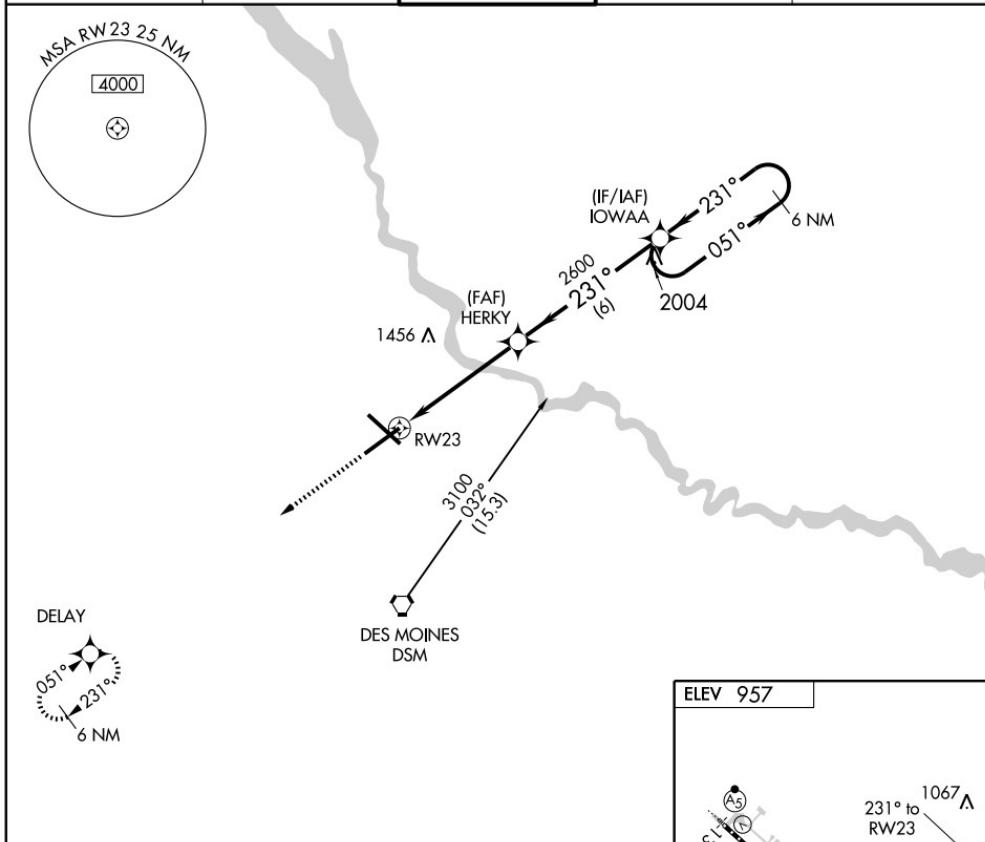
RNAV (GPS) RWY 23

DES MOINES INTL (DSM)

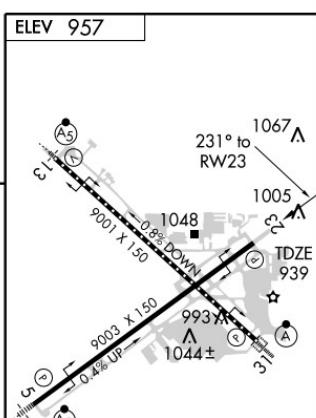
APP CRS 231°	Rwy Idg 9003 TDZE 939 Apt Elev 957
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V GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. ▲ NA When VGSI inoperative procedure NA at night.	MISSED APPROACH: Climb to 3000 direct DELAY WP and hold.
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ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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3000	DELAY		
↑	◆		
5 NM	6 NM		
CATEGORY	A B C D		
LNAV MDA	1540-1 601 (600-1)	1540-1¾ 601 (600-1¾)	1540-2 601 (600-2)
CIRCLING	1540-1 583 (600-1)	1540-1¾ 583 (600-1¾)	1540-2 583 (600-2)



REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

RNAV (GPS) RWY 31

DES MOINES INTL (DSM)

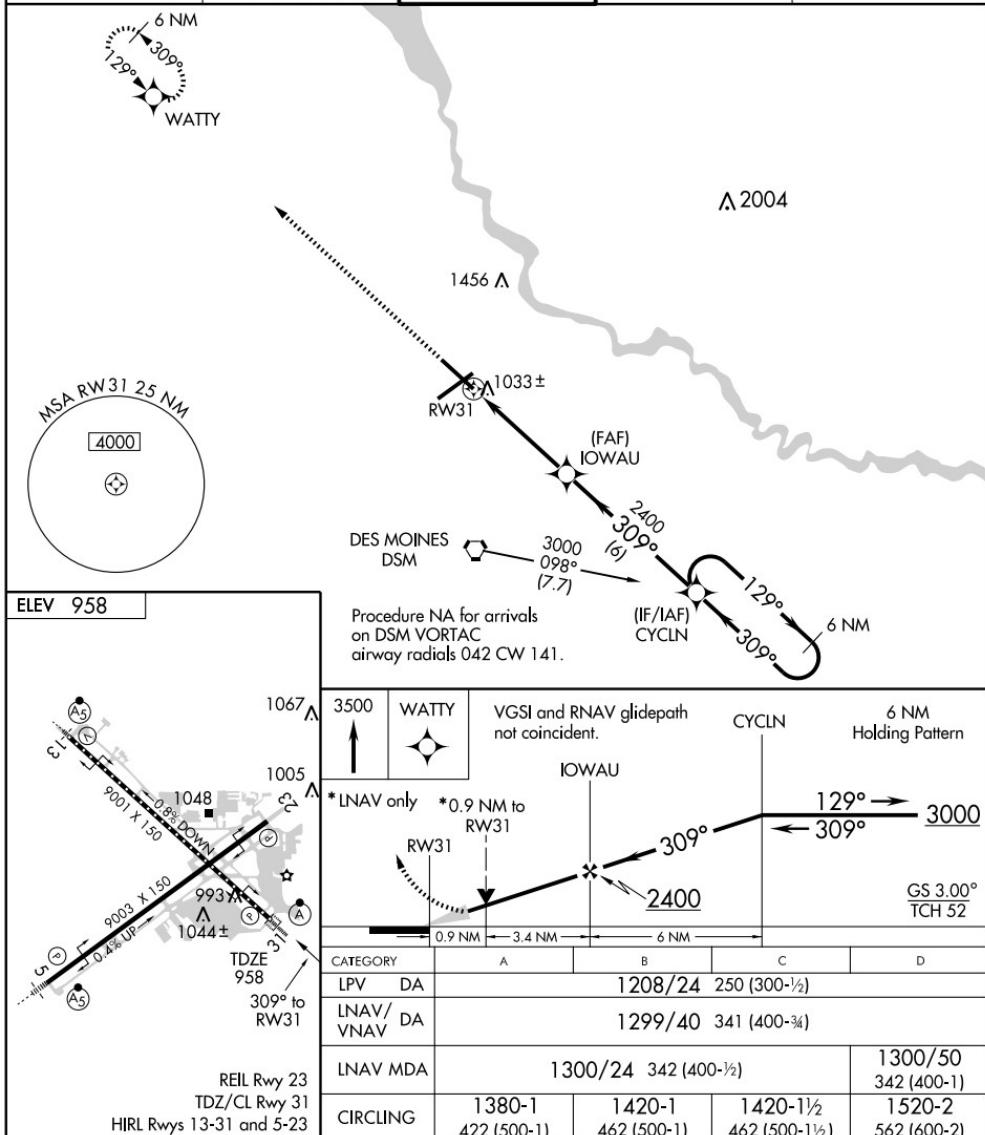
WAAS CH 78002 W31A	APP CRS 309°	Rwy Idg 9001 TDZE 958 Apt Elev 958
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V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
 VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.
 When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet.
 For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.
 For inoperative ALSF, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.



MISSIED APPROACH: Climb to 3500 direct WATTY and hold.

ATIS 119.55 251.05	DES MOINES APP CON 135.2 360.7	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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VOR/DME RWY 23 DES MOINES INTL (DSM)

VOR/DME TNU APP CRS Rwy Idg 9003
112.5 236° TDZE 939 Apt Elev 957
Chan 72

T When VGSI inoperative, procedure NA at night.
A

MISSIED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 200° and DSM VORTAC R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05

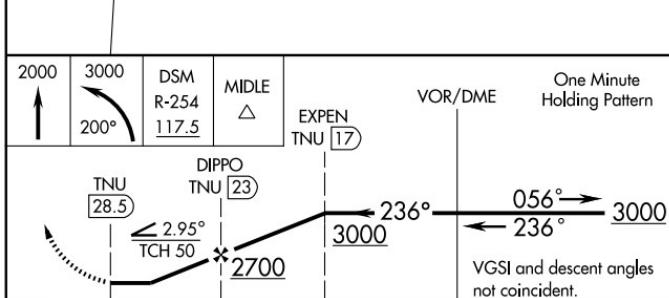
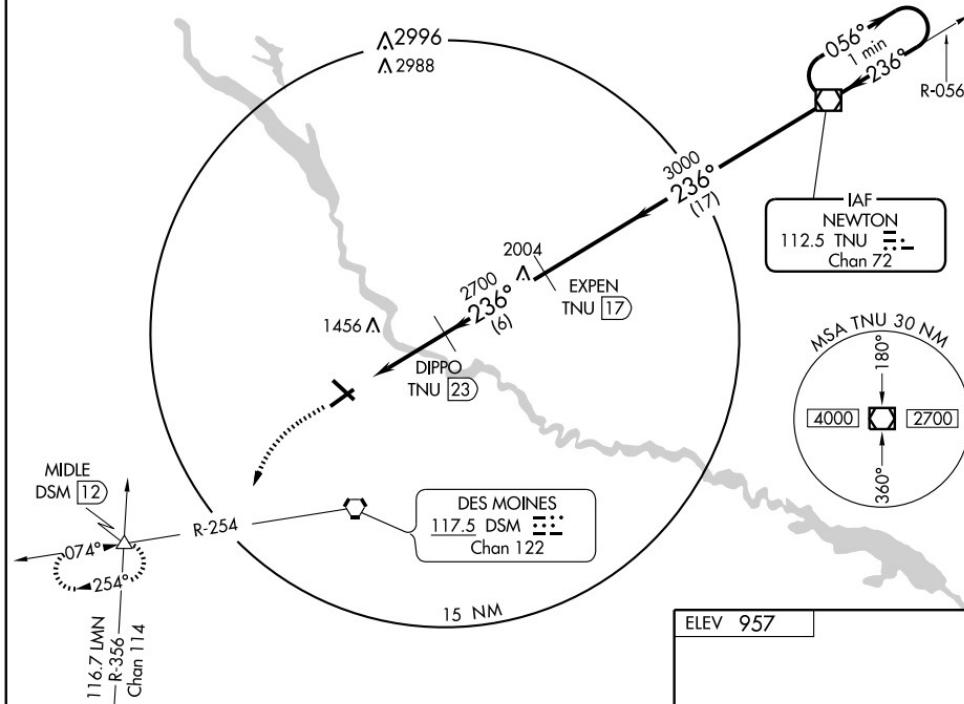
DES MOINES APP CON 135.2 360.7

DES MOINES TOWER 118.3 257.8

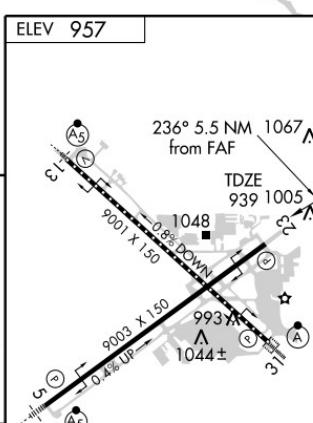
GND CON 121.9 348.6

CINCL DEL 134.15 317.55

NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise to 081.



CATEGORY	A	B	C	D
S-23	1720-1 781 (800-1)	1720-1½ 781 (800-1½)	1720-2½ 781 (800-2½)	1720-2½ 781 (800-2½)
CIRCLING	1720-1 763 (800-1)	1720-1½ 763 (800-1½)	1720-2½ 763 (800-2½)	1720-2½ 763 (800-2½)

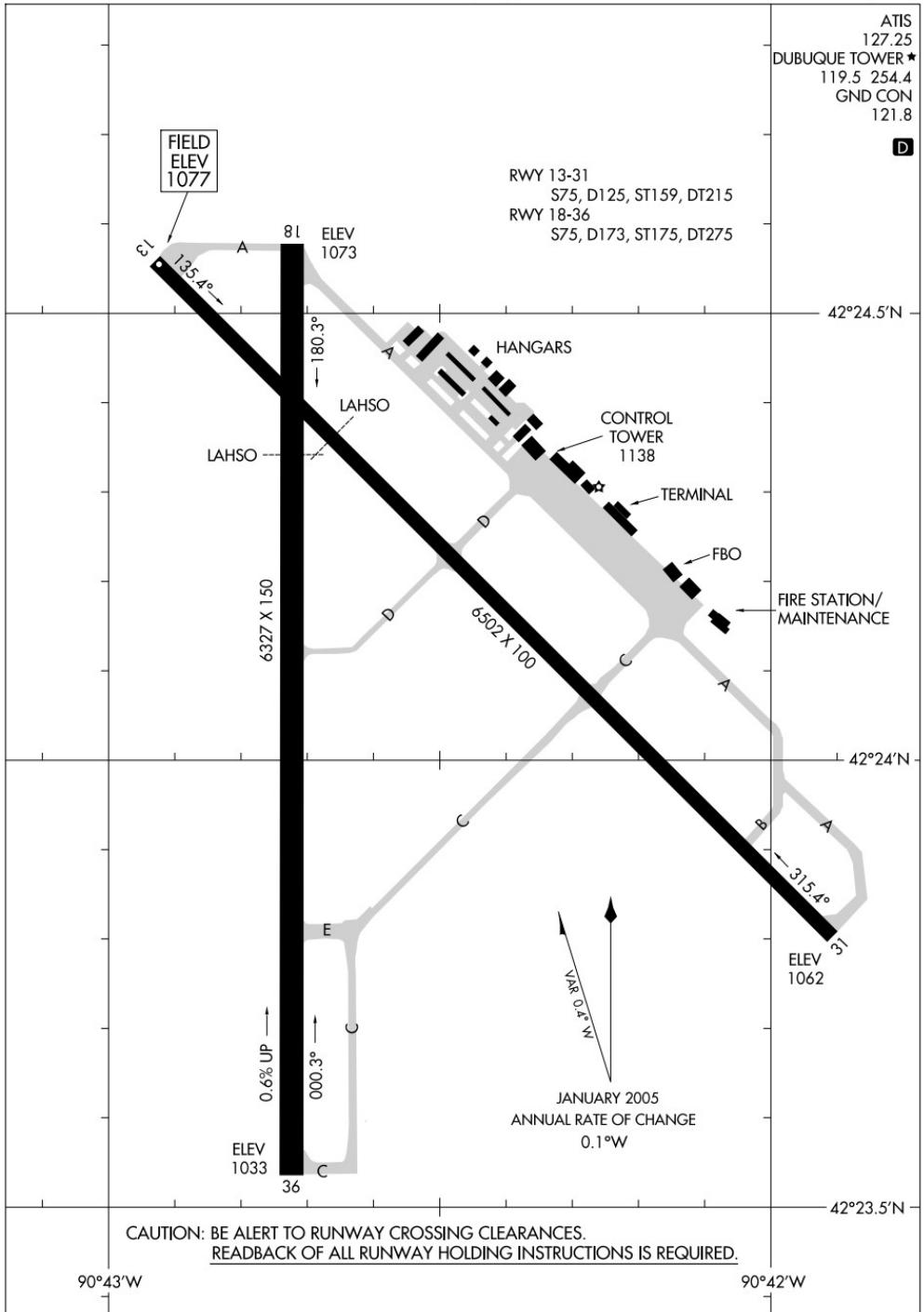


REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

09071

AIRPORT DIAGRAM

AL-923 (FAA)

DUBUQUE RGNL (DBQ)
DUBUQUE, IOWA

DUBUQUE, IOWA

AL-923 (FAA)

ILS or LOC RWY 36 DUBUQUE RGNL (DBQ)

LOC/DME I-FUQ 110.9 Chan 46	APP CRS 357°	Rwy Idg 6327 TDZE Apt Elev 1047 1076
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V * RVR 1800 authorized with the use of FP or AP or HUD to DA.

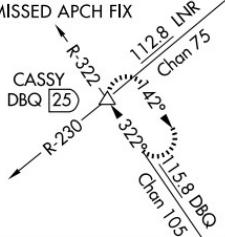
MALS R



MISSED APPROACH: Climb to 2000 then climbing left turn to 3300 via heading 310° and DBQ R-322 to CASSY Int/ DBQ 25 DME and hold.

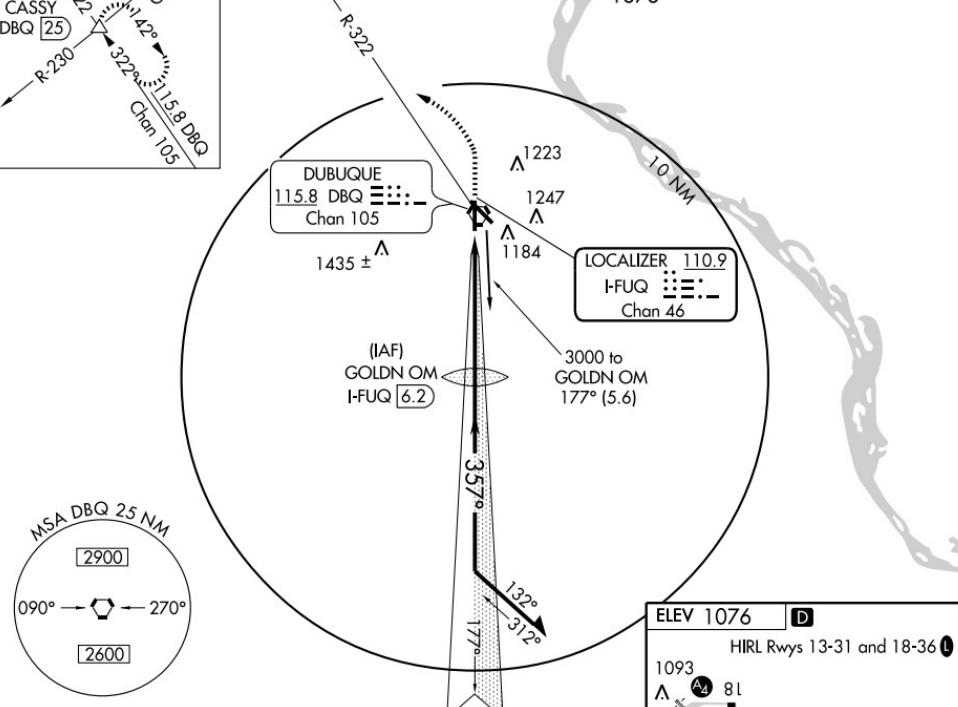
ATIS
127.25CHICAGO CENTER
133.95 281.4DUBUQUE TOWER★
119.5 (CTAF) 254.4GND CON
121.8UNICOM
122.95

MISSSED APCH FIX

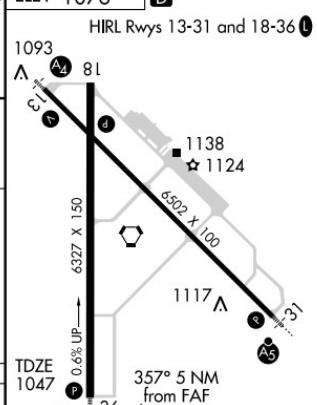


DME or RADAR REQUIRED

A 1878



ELEV 1076 D HRL Rwy 13-31 and 18-36 L



Remain within 10 NM

GOLDN OM I-FUQ [6.2]	2000	3300	DBQ R-322 115.8	CASSY
-------------------------	------	------	--------------------	-------

3000 → 177° → GOLDN OM
357° → I-FUQ [1.2] → CASSY

3000 → 2700 → I-FUQ [1.2]

GS 3.00° TCH 50 → 2700 → I-FUQ [1.2]

5 NM

CATEGORY	A	B	C	D
S-ILS 36	* 1247/24 200 (200-½)			

S-LOC 36	1460/24 413 (400-½)	1460/40	413 (400-¾)	
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CIRCLING	1580-1 504 (600-1)	1580-1½ 504 (600-1½)	1640-2 564 (600-2)	
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FAF to MAP 5 NM

Knots 60 90 120 150 180

Min:Sec 5:00 3:20 2:30 2:00 1:40

LOC I-DBQ <u>108.7</u>	APP CRS 132°	Rwy Idg TDZE Apt Elev	6502 1076 1076
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T
ANA DME from DBQ VORTAC. Simultaneous reception of I-DBQ and DBQ DME required.
Inoperative table does not apply to S-13 Cat. C.

MALS
4

MISSED APPROACH: Climb to 2500, then climbing left turn to 3300 via DBQ R-112 to SAVAN Int/13 DME and hold.

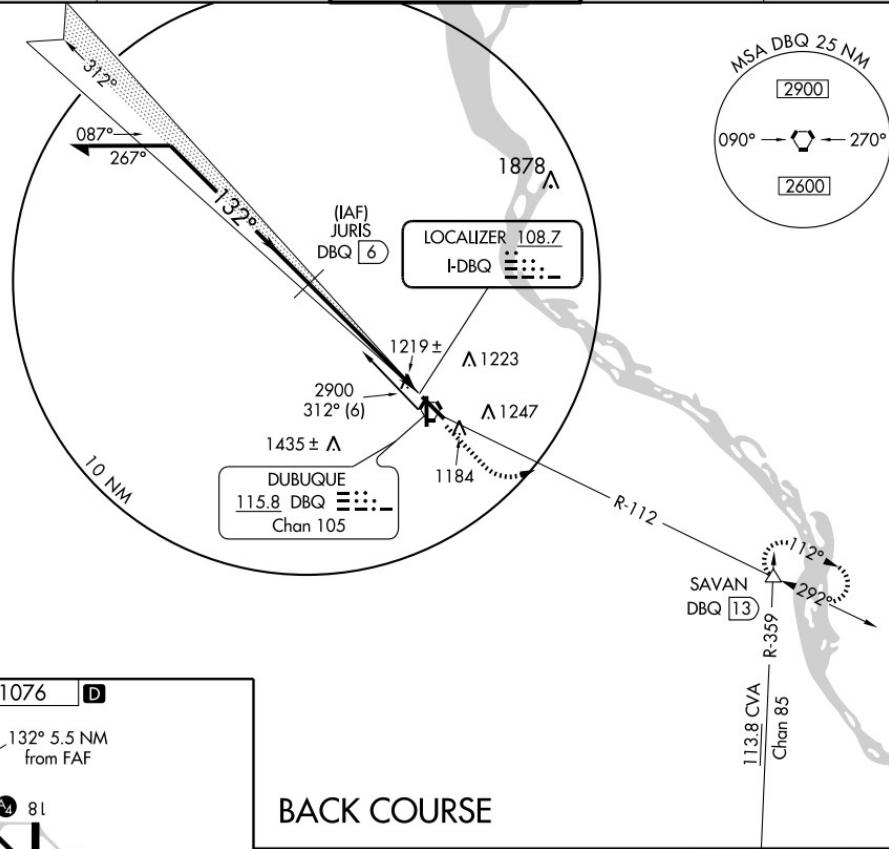
ATIS
127.25

CHICAGO CENTER
133.95 281.4

DUBUQUE TOWER ★
119.5 (CTAF) 254.4

GND CON
121.8

**UNICOM
122.95**



BACK COURSE

Remain within 10 NM

JURIS DBQ [6]

2500 ↑

312°

2900 → 132° *

2900

3.08° ≥ TCH 40

DBQ 1.2

3.08° ≥ TCH 40

3300 DBQ R-112

SAVAN △

VGS and descent angles not coincident.
Disregard glide slope indications.

CATEGORY	A	B	C	D
S-13	1480-3½ 404 (500-¾)		1480-1¼ 404 (500-1¼)	
CIRCLING	1580-1 504 (600-1)		1580-1½ 504 (600-1½)	1640-2 564 (600-2)

DUBUQUE, IOWA

AL-923 (FAA)

LOC RWY 31 DUBUQUE RGNL (DBQ)

LOC I-DBQ	APP CRS	Rwy Idg 6302
108.7	312°	TDZE 1062
		Apt Elev 1076

▼
▲ NA

MALSR
A5

MISSIED APPROACH: Climb to 3300 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

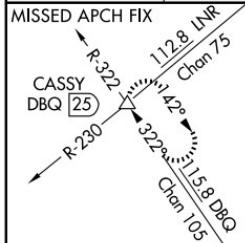
ATIS
127.25

CHICAGO CENTER
133.95 281.4

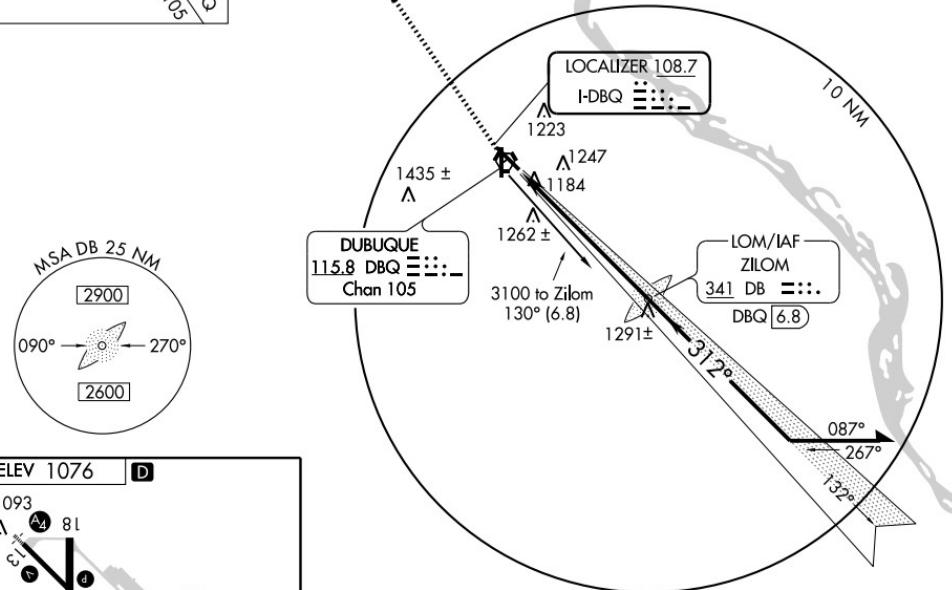
DUBUQUE TOWER ★
119.5 (CTAF) 0 254.4

GND CON
121.8

UNICOM
122.95

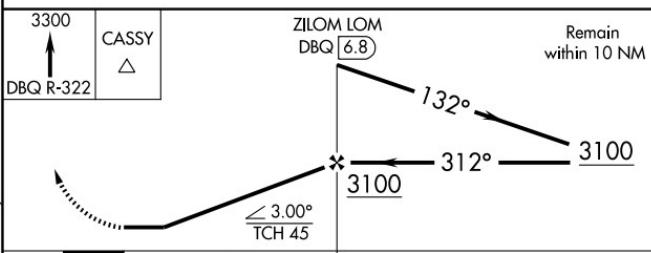
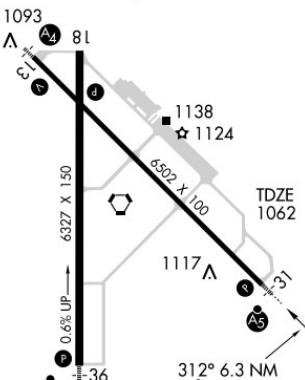


ADDF or DME REQUIRED



ELEV

1076



CATEGORY	A	B	C	D
S-31		1540-½ 478 (500-½)	1540-¾ 478 (500-¾)	1540-1 478 (500-1)
CIRCLING		1580-1 504 (600-1)	1580-1½ 504 (600-1½)	1640-2 564 (600-2)

RNAV (GPS) RWY 13

DUBUQUE RGNL (DBQ)

WAAS Chan 93700 W13A	APP CRS 132°	Rwy Idg TDZE Apt Elev	6502 1077 1077
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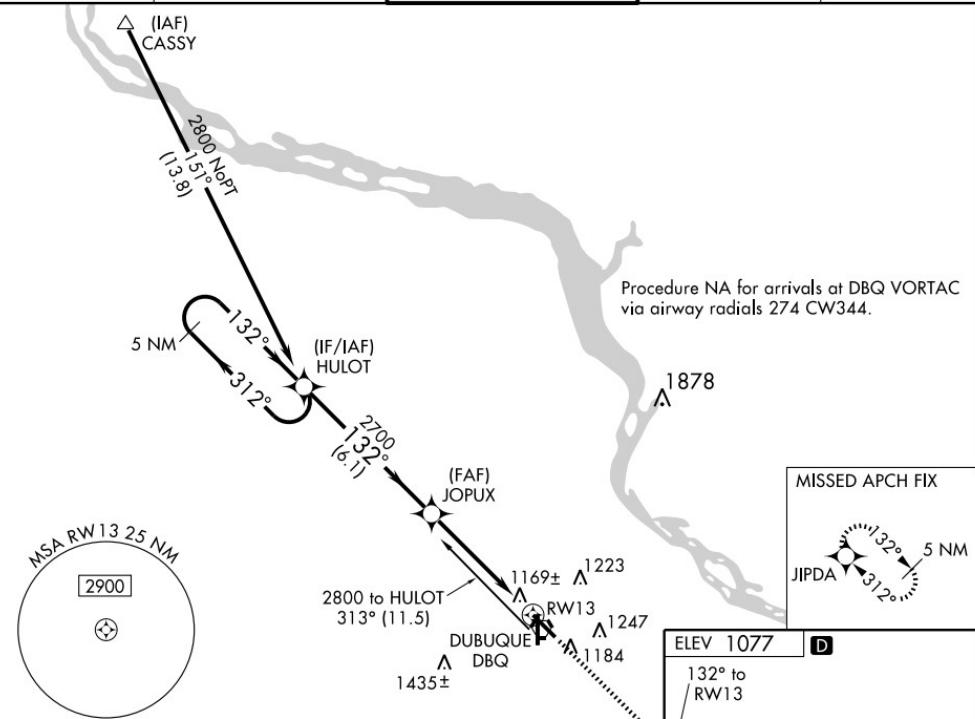
T Inoperative table does not apply to LPV and LNAV/VNAV. Baro-VNAV NA when using Monticello altimeter setting.

A Baro VNAV NA setting using Monticello altimeter setting.
For uncompensated Baro-VNAV systems, lNAV/VNAV NA below -17°C (2°F)
or above 46°C (116°F).
DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.
If local altimeter setting not received, use Monticello altimeter setting and increase
all DAs/MDAs 100 feet.

MALS
Δ₄ -

MISSED APPROACH: Climb to 3100 direct JIPDA and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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5 NM Holding Pattern HULOT VGSI and RNAV glidepath not coincident. 3100 JIPDA

Holding Pattern
2800 ← 312° *LNAV only

~~132°~~ 132° 132° *1 NM to RW13 PW13

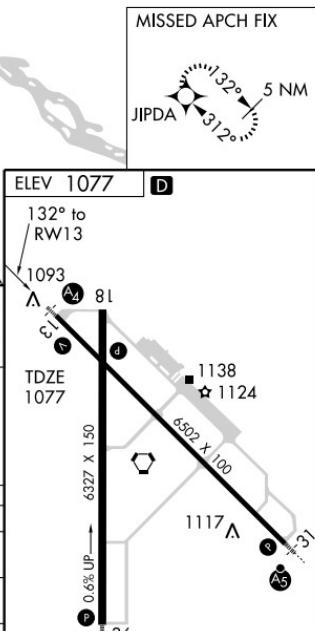
GS 3.00°
TCH 50

The diagram illustrates the spatial arrangement of four categories (A, B, C, D) along a horizontal axis. Category A is positioned at the far left, followed by B, C, and D towards the right. Above the axis, three double-headed arrows indicate the distances between consecutive categories: 6.1 NM between A and B, 3.9 NM between B and C, and 1 NM between C and D.

LPV DA 1393-1 316 (400-1)
INAV /

LNAV/VNAV DA 1574-1 $\frac{1}{4}$ 497 (500-1 $\frac{1}{4}$)

LNAV MDA	1420-3/4	343 (400-3/4)	1420-7/4 343 (400-1 1/4)
CIRCLINE	1580-13/4	503 (400-13/4)	1640-2



HJRL Rwy 13-31 and 18-36 L

DUBUQUE, IOWA

AL-923 (FAA)

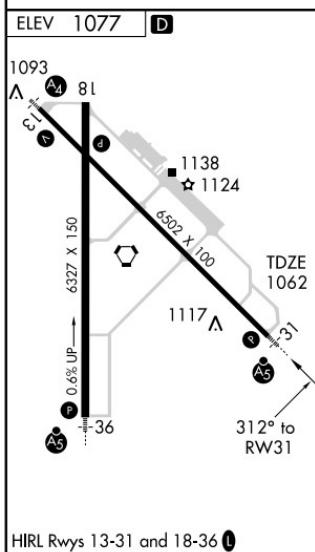
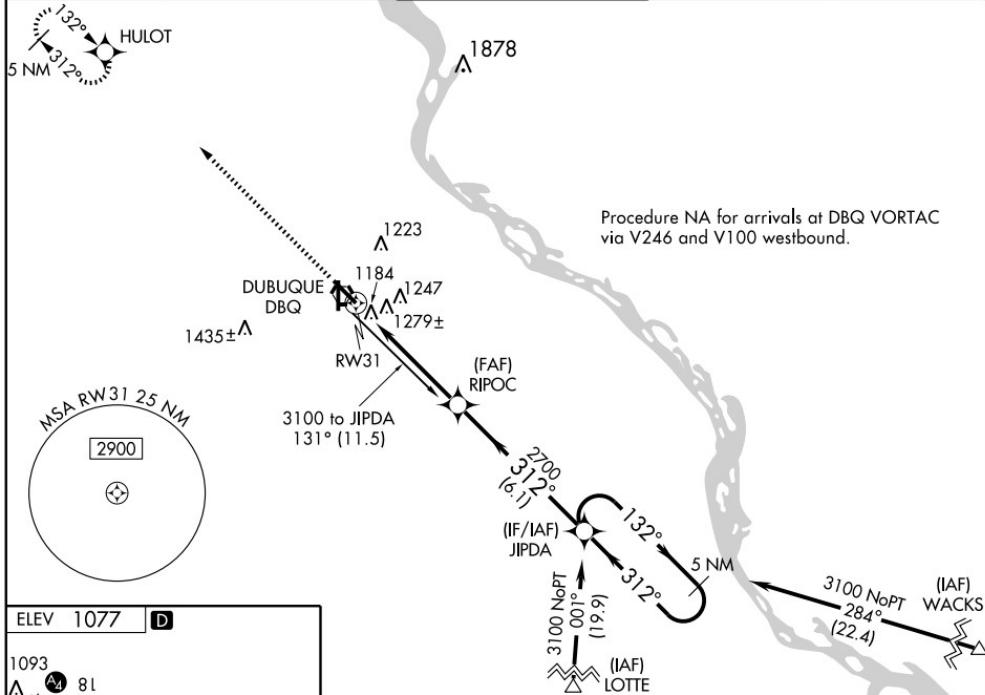
RNAV (GPS) RWY 31

DUBUQUE RGNL (DBQ)

WAAS Chan 69400	APP CRS 312°	Rwy Idg 6302
TDZE	1062	Apt Elev 1077
W31A		

<p>For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cats A, B visibility to 1.</p> <p>Baro-VNAV NA when using Monticello altimeter setting.</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).</p> <p>DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.</p> <p>If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.</p>	<p>MALSR</p>	<p>MISSSED APPROACH: Climb to 2800 direct HULOT and hold.</p>
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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2800	HULOT	*LNAV only
		*1.3 NM to RW31
RW31		2700
1.3 NM	3.6 NM	6.1 NM
CATEGORY	A	B
LPV DA		1481-1 419 (500-1)
LNAV/ VNAV DA		1603-1½ 541 (600-1½)
LNAV MDA		1540-¾ 478 (500-¾)
CIRCLING		1540-1 478 (500-1)
	1620-2 543 (600-2)	1640-2 563 (600-2)

**RNAV (GPS) RWY 36
DUBUQUE RGNL (DBQ)**

WAAS CH 62807 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	6327 1048 1077
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and circling Cat C visibility ½ mile.

For inoperative MALS R when using Monticello altimeter setting, increase LPV all Cals visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS
127.25

CHICAGO CENTER
133.95 281.4

DUBUQUE TOWER ★
119.5 (CTAF) 254.4

GND CON
121.8

UNICOM
122.95

MISSED APCH FIX

MSA RW36 25 NM
2900

ANOSA 2700
073°
(23)

VGSi and RNAV glidepath not coincident	3000	WABKU	314° track	CASSY
4 NM Holding Pattern	DIVGE	LATCI		△

$$\begin{array}{r} \underline{2700} \\ - 177^\circ \\ \hline 357^\circ \end{array}$$

357° →

- *

1 N

8

DUBUQUE, IOWA

AL-923 (FAA)

VOR RWY 13

DUBUQUE RGNL (DBQ)

VORTAC DBQ 115.8 Chan 105	APP CRS 138°	Rwy Idg 6502 TDZE 1077 Apt Elev 1077
---------------------------------	-----------------	--

T Inoperative table does not apply to Cat C.
A If local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 100 feet. VDP NA when using Monticello altimeter setting.

MALS
A2

MISSIED APPROACH: Climb to 2500 then climbing left turn to 3300 via DBQ VORTAC R-112 to SAVAN Int/13 DME and hold.

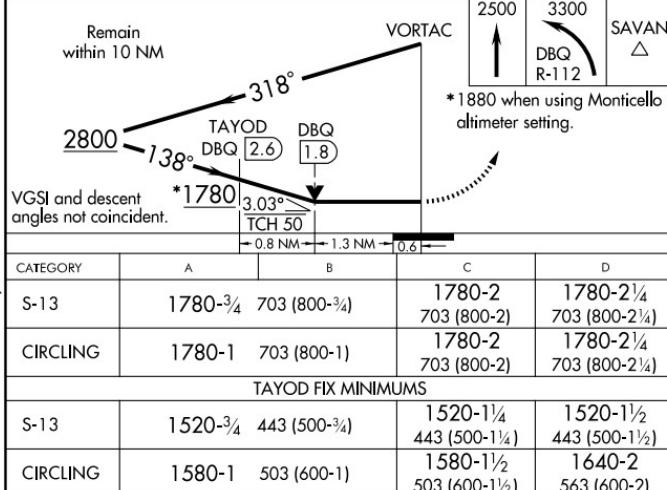
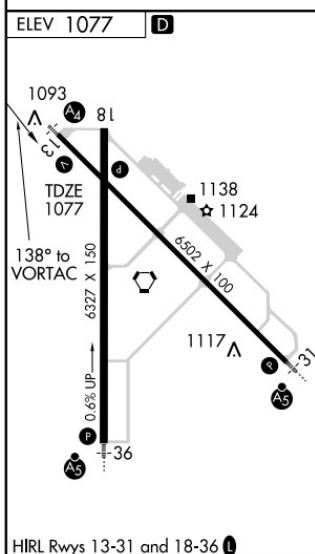
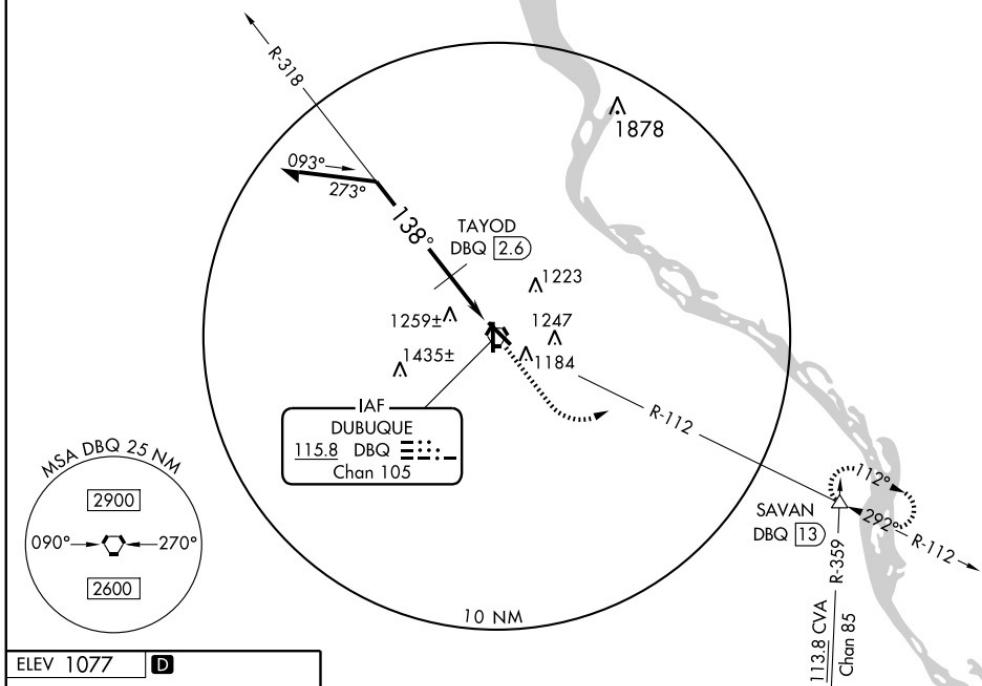
ATIS
127.25

CHICAGO CENTER
133.95 281.4

DUBUQUE TOWER *
119.5 (CTAF) 0 254.4

GND CON
121.8

UNICOM
122.95



DUBUQUE, IOWA

AL-923 (FAA)

VOR RWY 31

DUBUQUE RGNL (DBQ)

VORTAC DBQ	APP CRS	Rwy Idg	6302
115.8		TDZE	1062
Chan 105		Apt Elev	1077

V Visibility reduction by helicopters NA.

A When local altimeter setting not received use Monticello altimeter setting increase all MDAs 100 feet and increase visibility S-31 Cat C and D $\frac{1}{2}$ mile, circling Cat B $\frac{1}{4}$ mile and Cat C and D $\frac{1}{2}$ mile, ZUKOB fix minimums S-31 Cat C and D $\frac{1}{4}$ mile, and circling Cat C $\frac{1}{4}$ mile. VDP NA when using Monticello altimeter setting.

For inoperative MALSR, increase S-31 Cat A and B visibility to 1 mile, increase ZUKOB fix minimums Cat A and B visibility to 1 mile.

For inoperative MALSR when using Monticello altimeter setting increase Cat A visibility for S-31 and ZUKOB fix minimums to 1 mile.

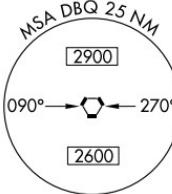
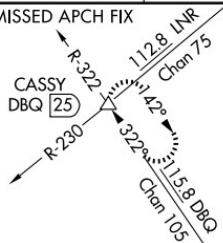
MALSR



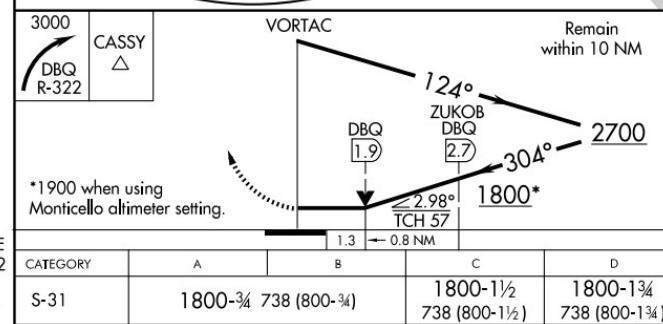
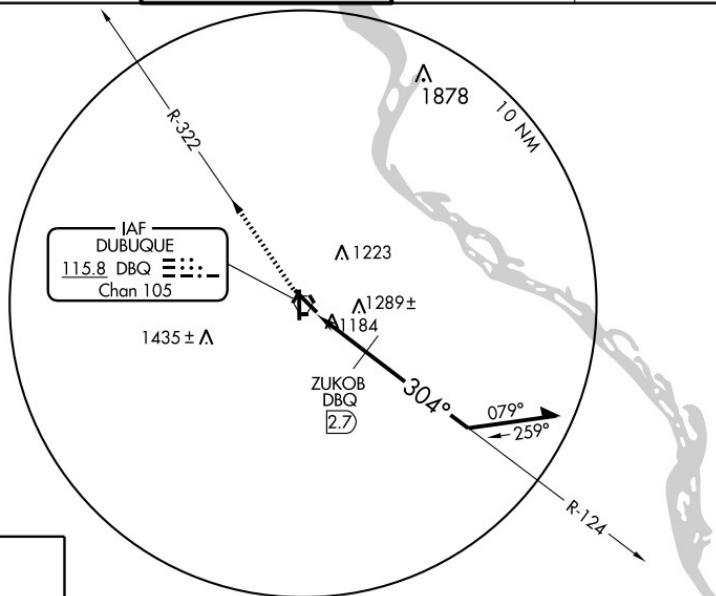
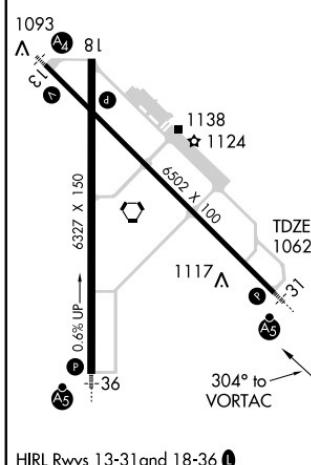
MISSED APPROACH: Climbing right turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS
127.25CHICAGO CENTER
133.95 281.4DUBUQUE TOWER *
119.5 (CTAF) 0 254.4GND CON
121.8UNICOM
122.95

MISSING APCH FIX



ELEV 1077 [D]



ZUKOB FIX MINIMUMS

S-31	1540-3/4 478 (500-3/4)	1540-1 478 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)

VOR RWY 36
DUBUQUE RGNL (DBQ)

VORTAC DBQ <u>115.8</u> Chgn 105	APP CRS 003°	Rwy Idg TDZE Apt Elev	6327 1048 1077
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T When local altimeter setting not received use Monticello altimeter setting and increase all MDAs 100 feet, increase visibility S-36 Cat C and D $\frac{1}{4}$ mile, circling Cat C and D $\frac{1}{4}$ mile, GAPSE fix minimums S-36 Cat C to RVR 5000 and Cat D to RVR 6000, and circling Cat C $\frac{1}{4}$ mile.
A VDP NA when using Monticello altimeter setting.

MALSR
A5

MISSED APPROACH: Climbing left turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS
127.25

CHICAGO CENTER
133.95 281.4

DUBUQUE TOWER *
119.5 (CTAF) 1 254.4

GND CON
121.8

UNICOM
122.95

MISSED APCH FIX

The diagram illustrates the CASSY DBQ 25 antenna system. It features three feed lines originating from a central junction point: R-320 pointing towards the bottom-left, R-322 pointing upwards, and R-332 pointing towards the top-right. The R-332 line is further divided into two segments: one leading to a dipole labeled '112.8 L Chan 75' and another leading to a dipole labeled '115.8 DBQ Chan 105'. The angle between the R-322 and R-332 lines is indicated as 142°.

IAD
DUBUQUE
115.8 DBQ Chan 105

GAPGE DBQ 2.5

10 NM

R-183 003°

R-1223 127°

R-1247 129°

R-1878 187°

1435 ± A

ELEV 1077

HIRL Runways 13-31 and 18

ELEV 1077 D
HIRL Rwys 13-31 and 18-36 L

Remain
within 10 NM

VGSI and descent angle not coincident.

*1780 when using Monticello altimeter setting

CATEGORY	— 0.5 NM —		C	D
	A	B		
S-36	1680/24	632 (700-½)	1680/60 632 (700-1¼)	1680-1½ 632 (700-1½)
CIRCLING	1680-1	603 (700-1)	1680-1¾ 603 (700-1¾)	1680-2 603 (700-2)

GAPGE FIX MINIMUMS

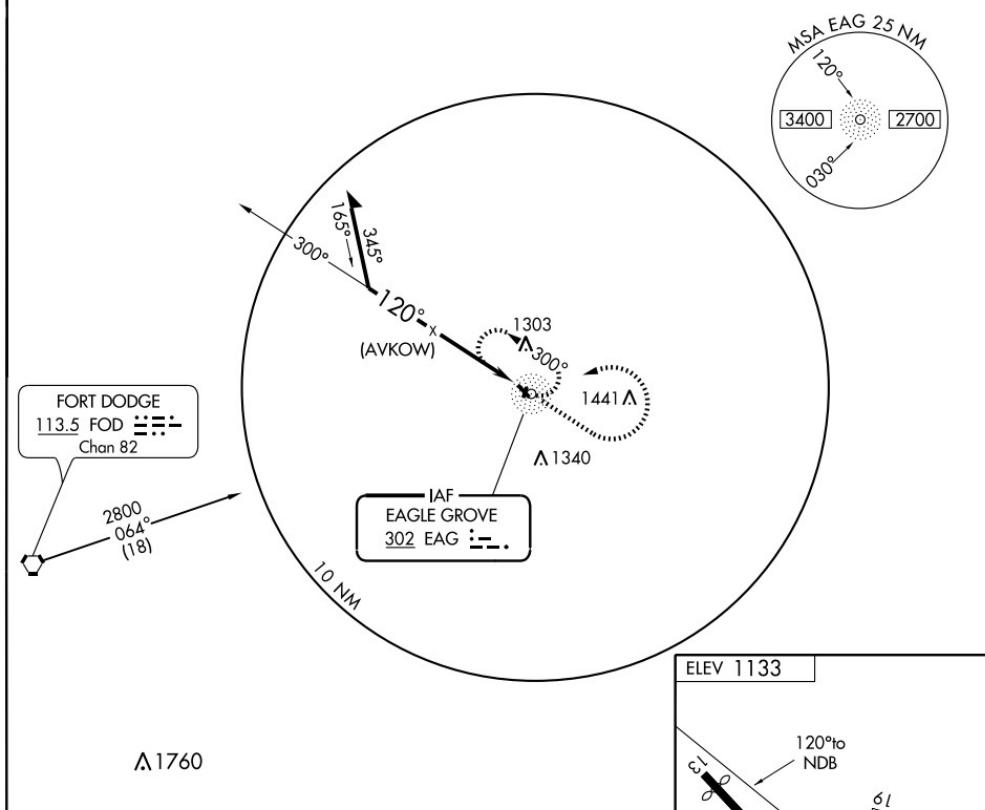
S-36	1540/24 492 (500-½)	1540/40 492 (500-¾)	1540/50 492 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½) 1640-2 563 (600-2)

NDB EAG 302	APP CRS 120°	Rwy Idg 3371 TDZE 1133 Apt Elev 1133
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NDB or GPS RWY 13

EAGLE GROVE MUNI (EAG)

V NA	Use Fort Dodge altimeter setting.	MISSIED APPROACH: Climb to 2800 then left turn direct EAG NDB and hold.
MINNEAPOLIS CENTER 134.0 288.3		UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-13	1700-1	567 (600-1)		NA
CIRCLING	1700-1	567 (600-1)		NA

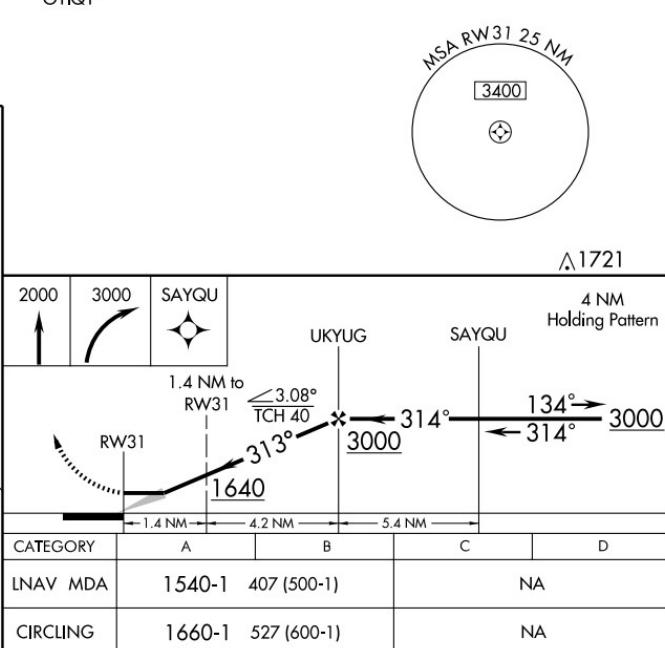
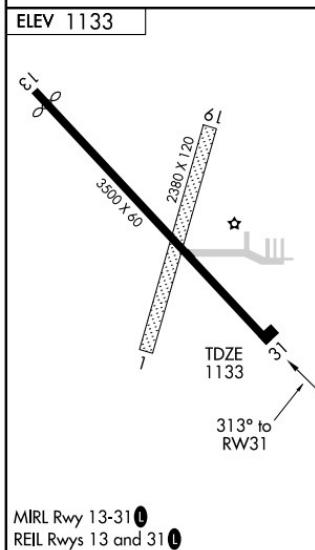
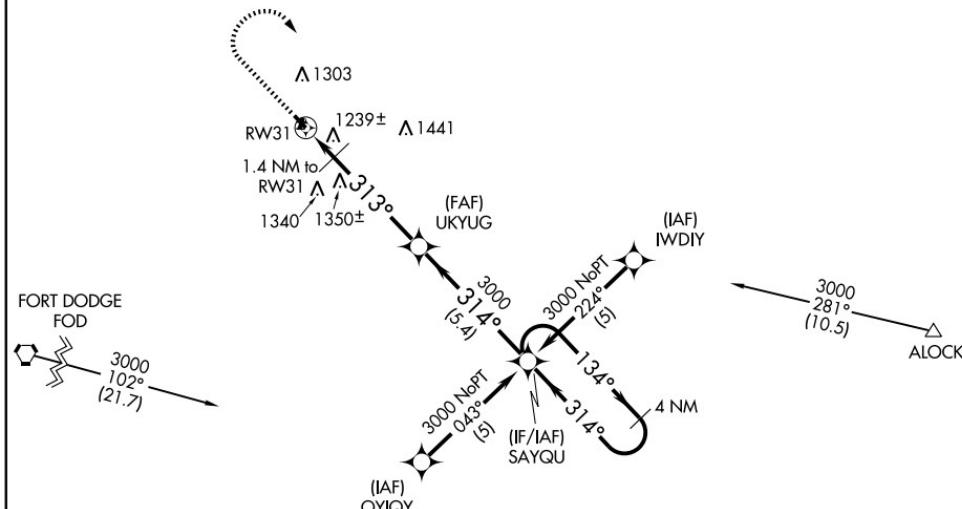
MIRL Rwy 13-31 ()
REIL Rwy 13 and 31 ()

RNAV (GPS) RWY 31

EAGLE GROVE MUNI (EAG)

APP CRS 313°	Rwy Idg 3500 TDZE Apt Elev 1133
------------------------	---

V NA Use Fort Dodge altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSIED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SAYQU WP and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)



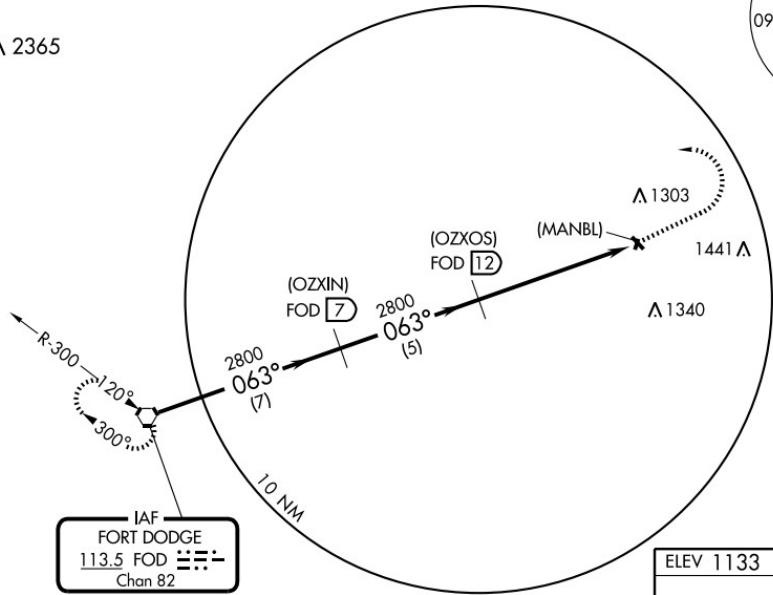
VOR/DME or GPS-A

EAGLE GROVE MUNI (EAG)

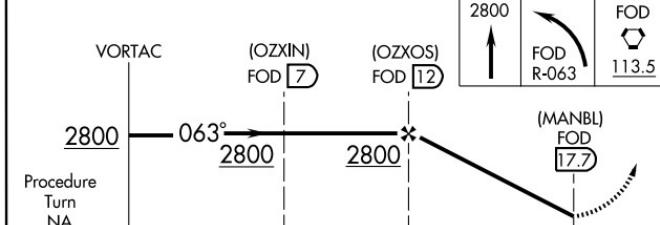
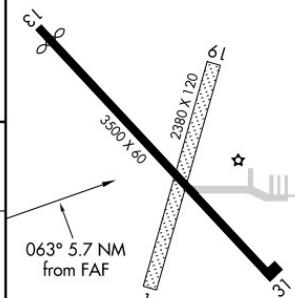
VORTAC FOD 113.5 Chan 82	APP CRS 063°	Rwy Idg TDZE Apt Elev	N/A N/A 1133
---------------------------------------	------------------------	-----------------------------	---------------------------

V ▲ NA	Use Fort Dodge altimeter setting.	MISSED APPROACH: Climb to 2800 then left turn via FOD R-063 to FOD VORTAC and hold.
MINNEAPOLIS CENTER 134.0 288.3		UNICOM 122.8 (CTAF)

▲ 2365



ELEV 1133



CATEGORY	A	B	C	D
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CIRCLING	1660-1 527 (600-1)	NA	
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MIRL Rwy 13-31
REIL Rwy 13 and 31

EMMETSBURG, IOWA

AL-6523 (FAA)

NDB EGQ 410	APP CRS 140°	Rwy Idg 3401 TDZE 1205 Apt Elev 1205
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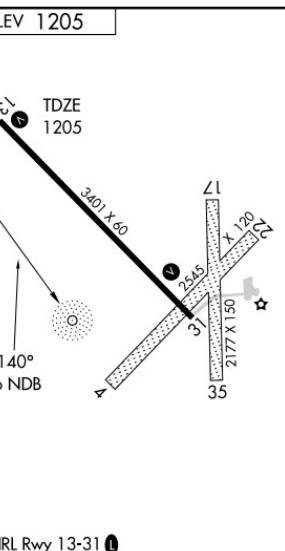
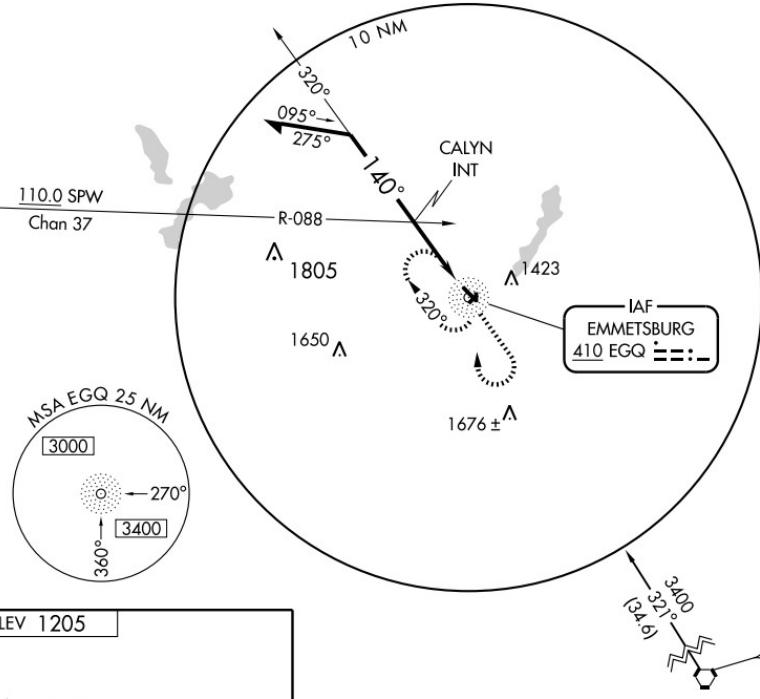
NDB or GPS RWY 13

EMMETSBURG MUNI (EGQ)

▼ Use Algona altimeter setting.

▲ NA

MISSSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGQ NDB and hold.

ALGONA AWOS-3
118.475MINNEAPOLIS CENTER
127.75 257.7UNICOM
122.8 (CTAF) 0

CATEGORY	A	B	C	D
S-13	2040-1 835 (900-1)	2040-1 ¼ 835 (900-1 ¼)		NA
CIRCLING	2040-1 835 (900-1)	2040-1 ¼ 835 (900-1 ¼)		NA
CALYN INTERSECTION MINIMUMS				
S-13	1860-1 655 (700-1)		NA	
CIRCLING	1860-1 655 (700-1)		NA	

EMMETSBURG, IOWA

AL-6523 (FAA)

NDB EGQ 410	APP CRS 303°	Rwy Idg 3401
TDZE 1205		TDZE 1205
Apt Elev 1205		Apt Elev 1205

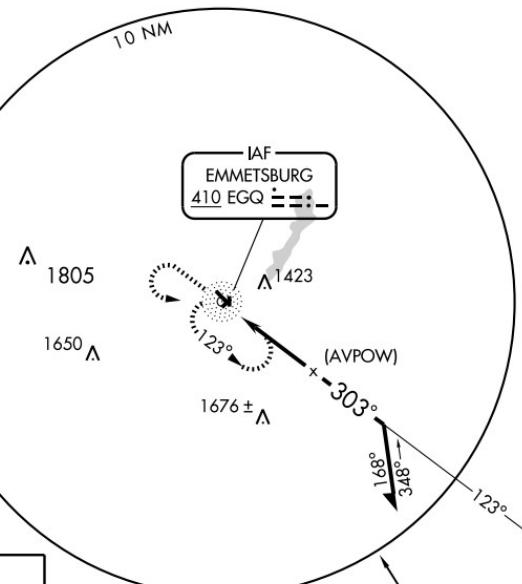
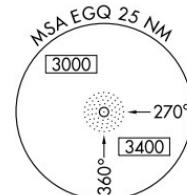
NDB or GPS RWY 31

EMMETSBURG MUNI (EGQ)

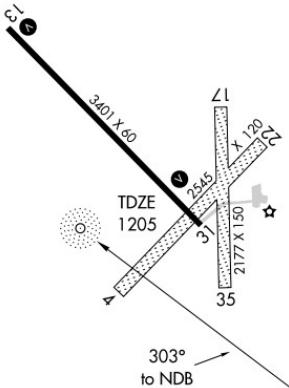
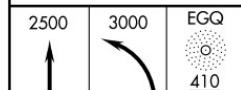
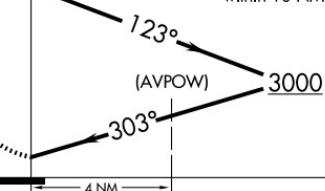
▼ Use Algona altimeter setting.

▲ NA

MISSSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGQ NDB and hold.

ALGONA AWOS-3
118.475MINNEAPOLIS CENTER
127.75 257.7UNICOM
122.8 (CTAF) L

ELEV 1205

303°
to NDBNDB
123°
(AVPOW)
3000
Remain
within 10 NM

CATEGORY	A	B	C	D
S-13	1820-1 615 (700-1)		NA	
CIRLING	1820-1 615 (700-1)		NA	

MIRL Rwy 13-31 L

RNAV (GPS) RWY 16

ESTHERVILLE MUNI (EST)

WAAS	APP CRS	4797
CH 40104	TDZE	1319
W16A	Apt Elev	1319

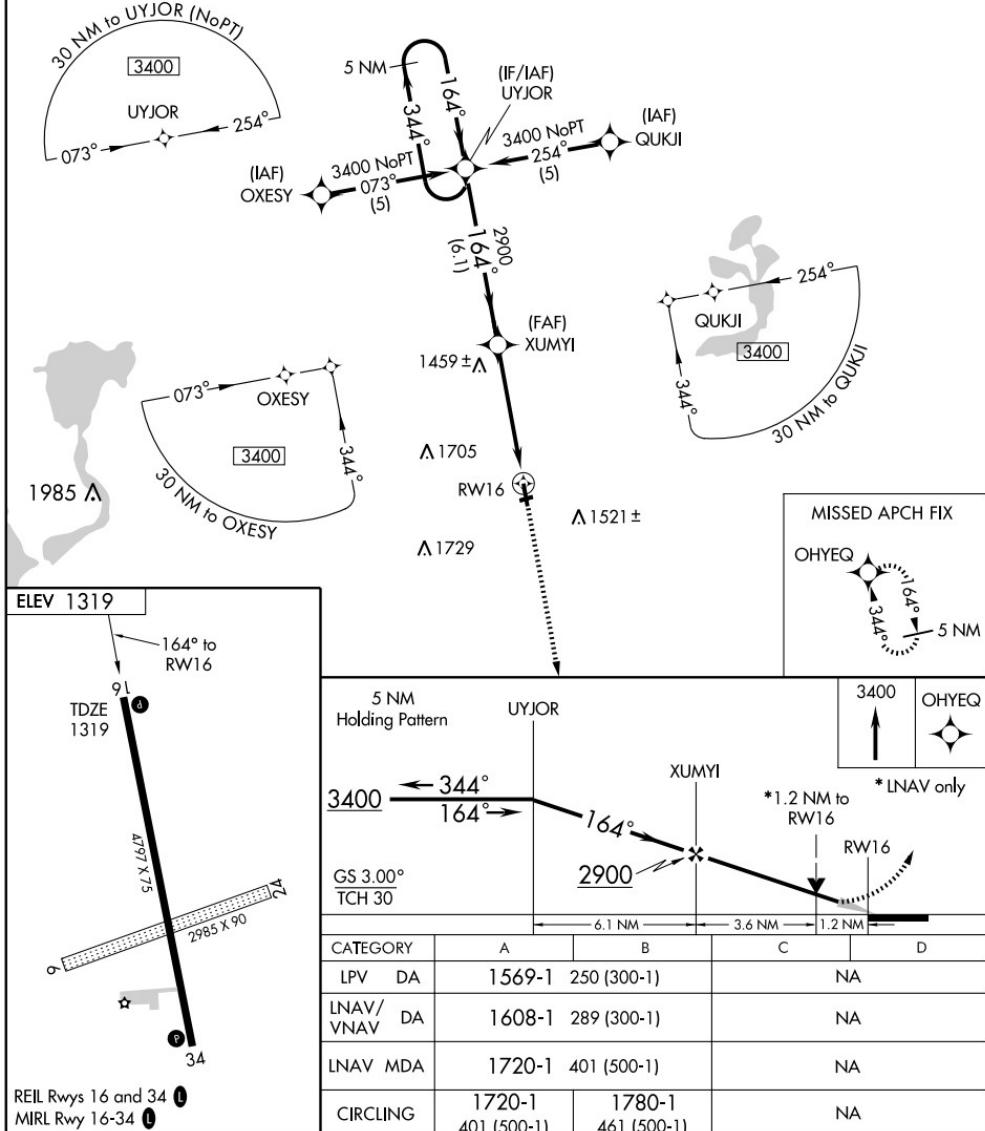
⚠ Baro-VNAV NA when using Jackson Muni altimeter setting. If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA. VDP NA when using Jackson Muni altimeter setting.

MISSIED APPROACH: Climb to 3400 direct OHYEQ and hold.

ASOS
121.425

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) 0



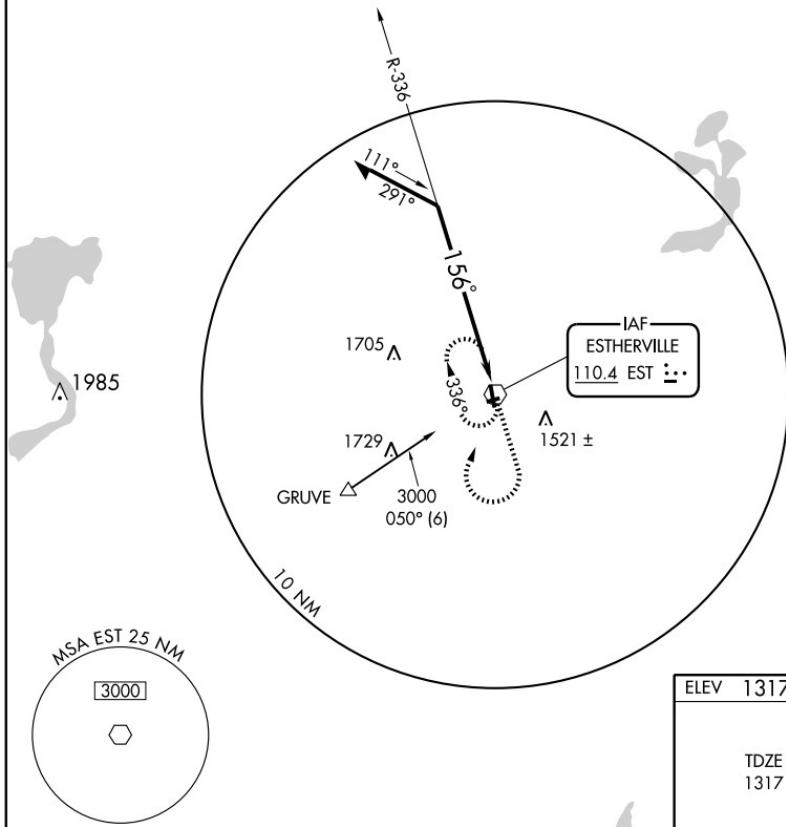
ESTHERVILLE, IOWA

AL-5342 (FAA)

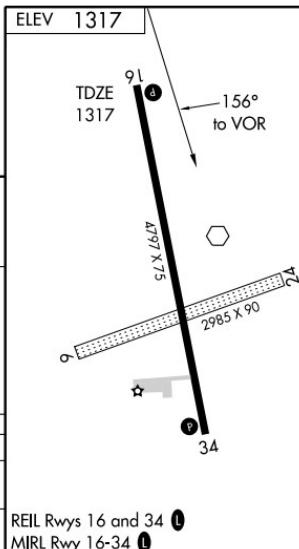
EST VOR 110.4	APP CRS 156°	Rwy Idg 4797 TDZE 1317 Apt Elev 1317
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VOR RWY 16
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS
121.425MINNEAPOLIS CENTER
127.75 257.7UNICOM
122.8 (CTAF) 0

Remain within 10 NM		VOR	3000	EST 110.4
3000	336°			
	156°			
CATEGORY	A	B	C	D
S-16	1840-1	523 (600-1)		NA
CIRCLING	1840-1	523 (600-1)		NA



ESTHERVILLE, IOWA

AL-5342 (FAA)

EST VOR 110.4	APP CRS 349°	Rwy Idg 4797 TDZE 1317 Apt Elev 1317
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VOR RWY 34

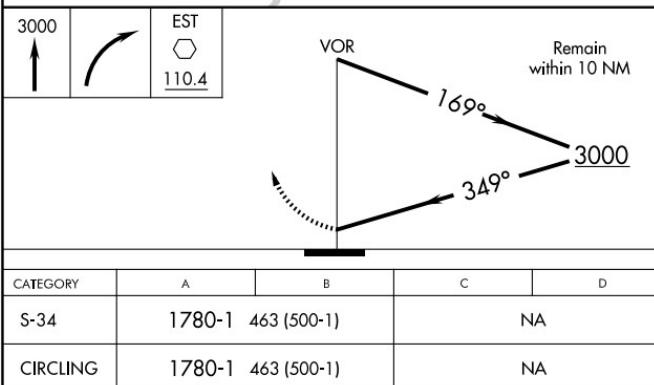
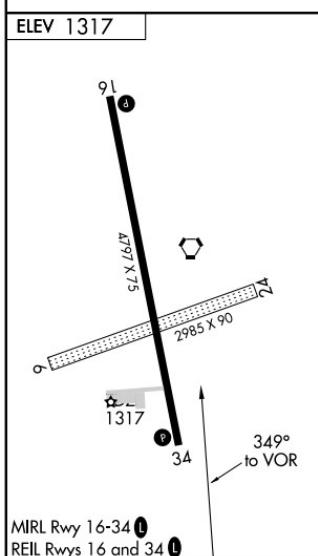
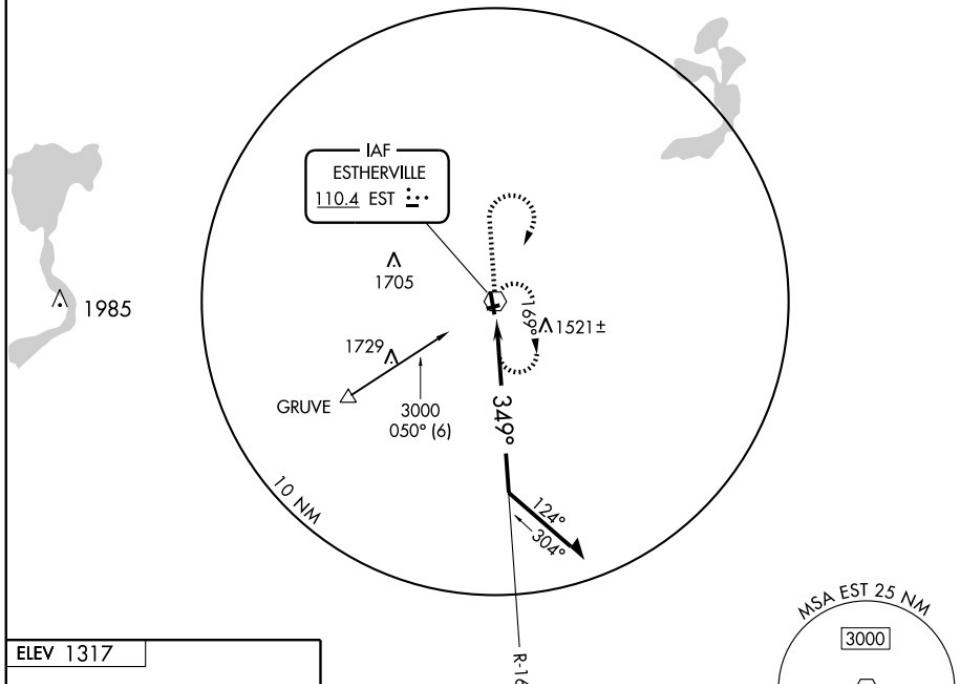
ESTHERVILLE MUNI (EST)

MISSSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS
121.425

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) 0



FAIRFIELD, IOWA

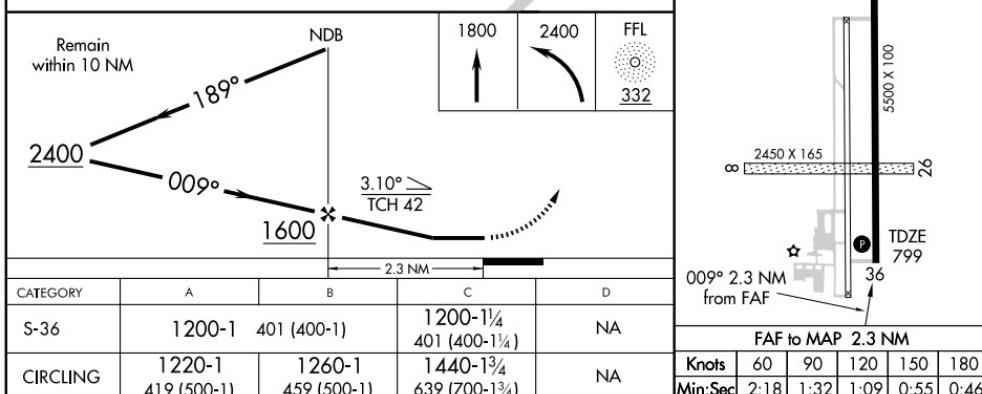
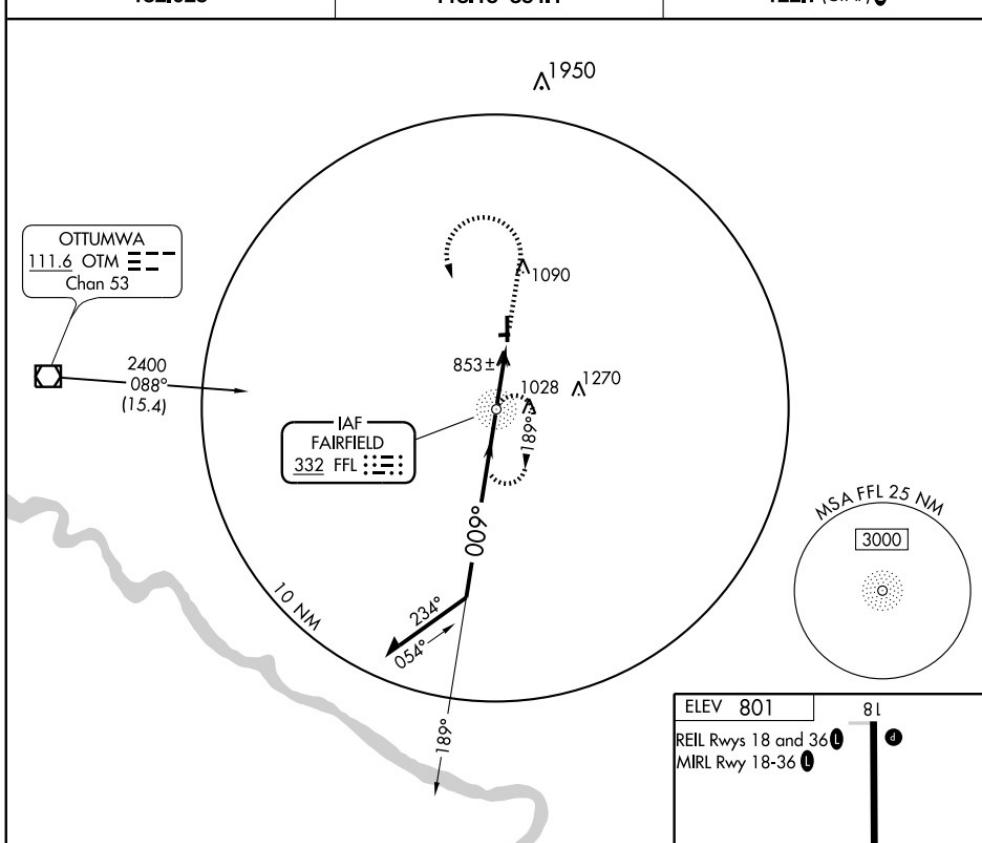
AL-5588 (FAA)

NDB RWY 36

FAIRFIELD MUNI (FFL)

NDB FFL 332	APP CRS 009°	Rwy Idg 5500 TDZE 799 Apt Elev 801
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V NA If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct FFL NDB and hold.
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AWOS-3
132,025CHICAGO CENTER
118.15 354.1UNICOM
122.7 (CTAF) 0

FAIRFIELD, IOWA

AL-5588 (FAA)

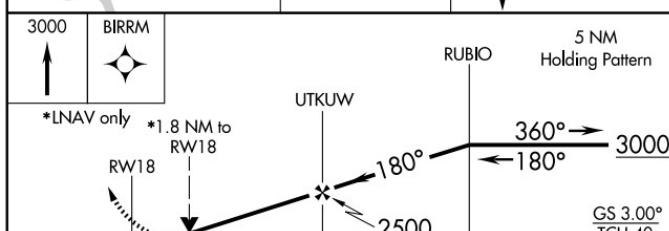
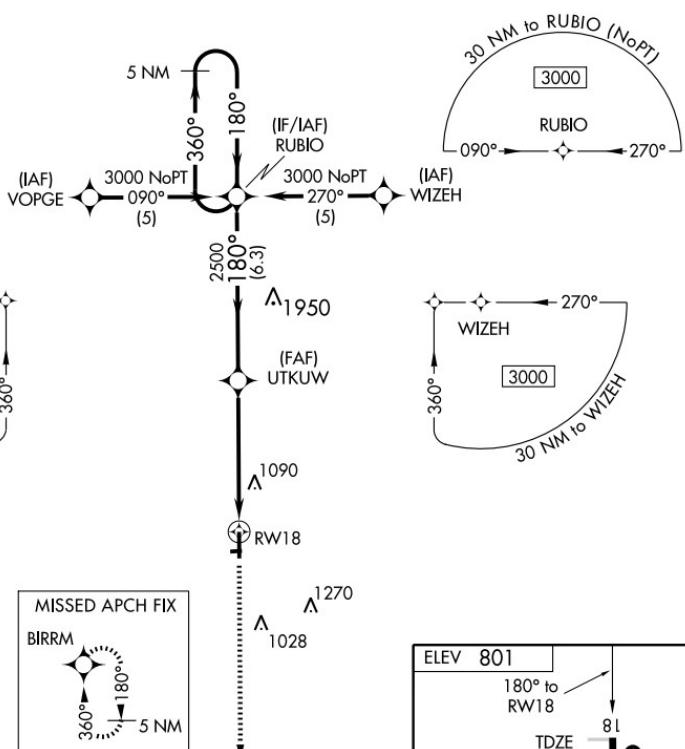
RNAV (GPS) RWY 18

FAIRFIELD MUNI (FFL)

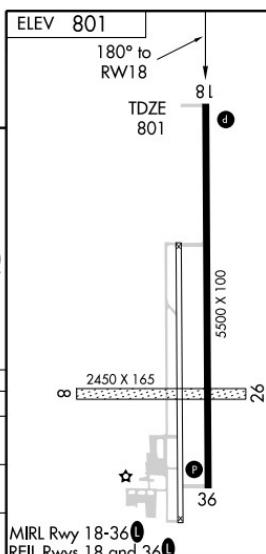
WAAS CH 82503 W18A	APP CRS 180°	Rwy Idg 5500 TDZE 801 Apt Elev 801
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T If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
A DME/DME RNP- 0.3 NA.
 VDP NA when using Ottumwa Industrial altimeter setting.

MISSIED APPROACH: Climb to 3000 direct BIRRM and hold.

AWOS-3
132.025CHICAGO CENTER
118.15 354.1UNICOM
122.7 (CTAF)

CATEGORY	A	B	C	D
LPV DA	1051-1	250 (300-1)		NA
LNAV MDA	1400-1 599 (600-1)	1400-1½ 599 (600-1½)		NA
CIRCLING	1400-1 599 (600-1)	1440-1¾ 639 (700-1¾)		NA



GPS RWY 33

FOREST CITY MUNI (FXY)

APP CRS 332°	Rwy Idg 5796 TDZE 1206 Apt Elev 1230
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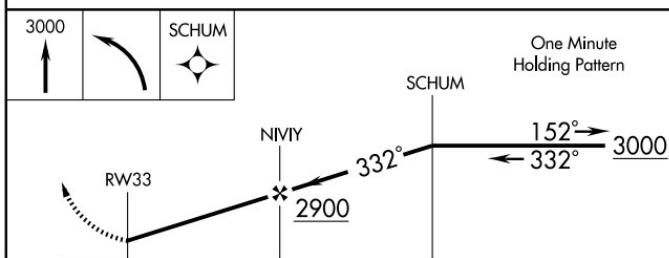
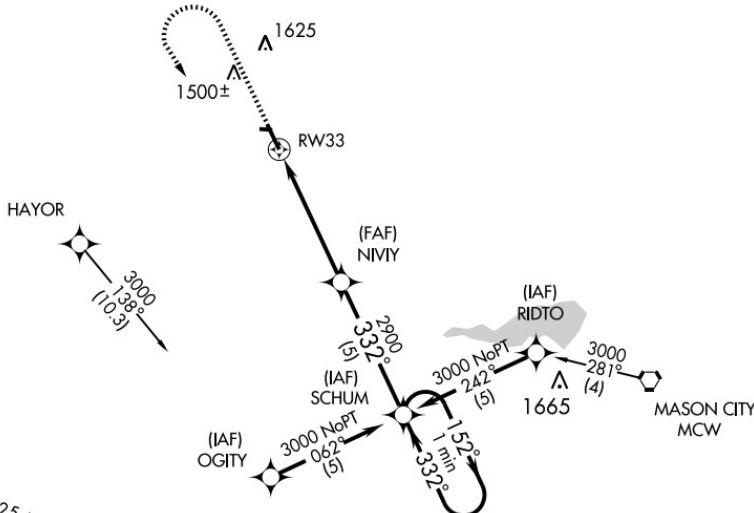
T Use Mason City altimeter setting.
▲ NA Circling to Rwy 27 not authorized at night.

MISSSED APPROACH: Climb to 3000, then left turn direct SCHUM WP and hold.

AWOS-3
123.925

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-33	1740-1 534 (600-1)		1740-1½ 534 (600-1½)	1740-2 534 (600-2)
CIRCLING	1740-1 510 (600-1)		1740-1½ 510 (600-1½)	2120-3 890 (900-3)

REIL Rwy 15 and 33 0
MIRL Rwy 9-27 and 15-33 0

FOREST CITY, IOWA

AL-6092 (FAA)

NDB RWY 33
FOREST CITY MUNI (FXY)

NDB FXY <u>359</u>	APP CRS 335°	Rwy Idg TDZE Apt Elev	5796 1206 1230
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T Use Mason City altimeter setting.

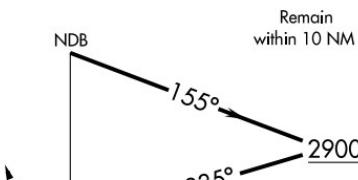
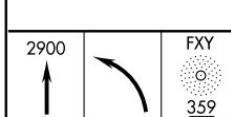
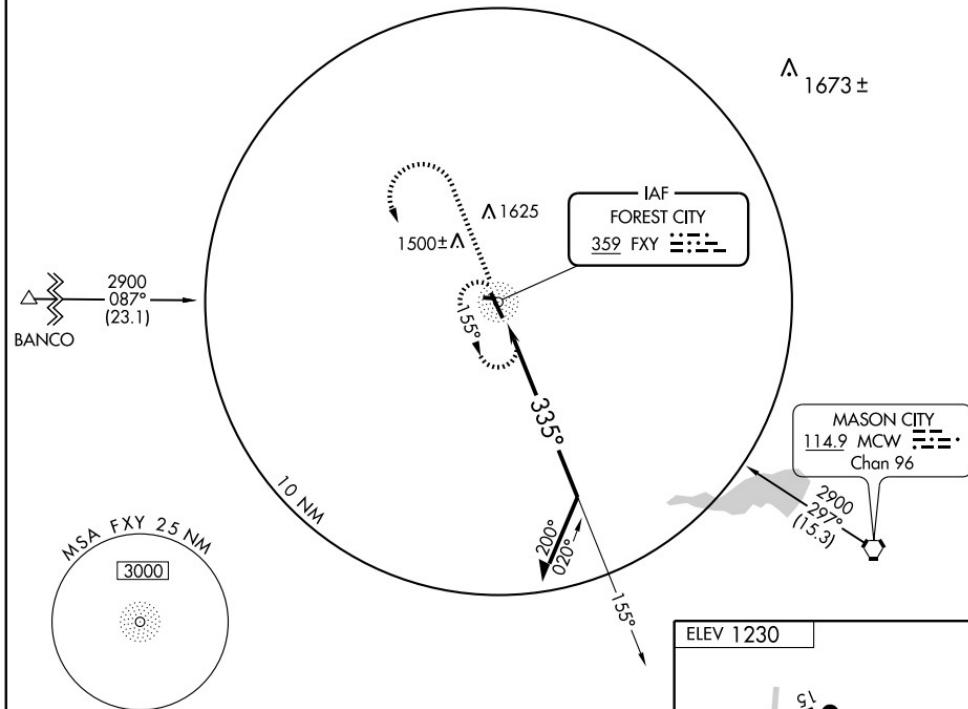
A NA Circling to Rwy 27 not authorized at night.

MISSED APPROACH: Climb to 2900, then left turn direct FXY NDB and hold.

AWOS-3
123.925

MINNEAPOLIS CENTER
127-3 380-2

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-33	1900-1	694 (700-1)	1900-2 694 (700-2)	1900-2 1/4 694 (700-2 1/4)
CIRCLING	1900-1	670 (700-1)	1900-2 670 (700-2)	2120-3 890 (900-3)

REIL Rwy 15 and 33 L
MIRL Rwy 9-27 and 15-33 L

VOR/DME or GPS-A

FOREST CITY MUNI (FXY)

VORTAC MCW 114.9 Chan 96 **APP CRS** 297° **Rwy Idg** N/A
TDZE N/A **Apt Elev** 1230

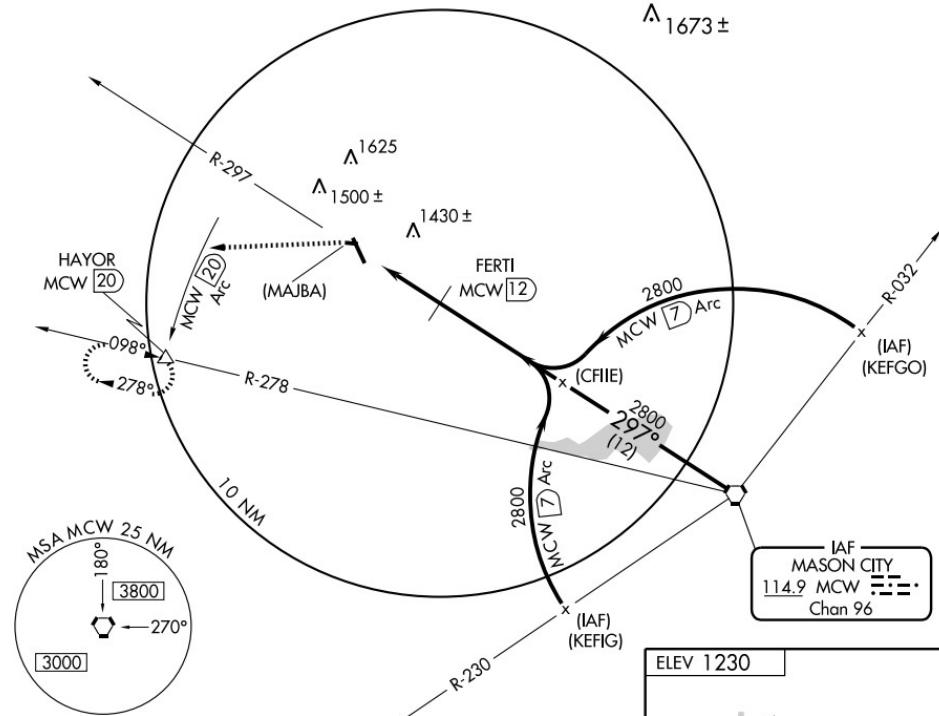
▼ Use Mason City altimeter setting.
 Circling to Rwy 27 not authorized at night.

MISSIED APPROACH: Climb to 3000 via heading 260° to MCW 20 DME Arc then via MCW 20 DME Arc counterclockwise to HAYOR DME and hold.

AWOS-3
123.925

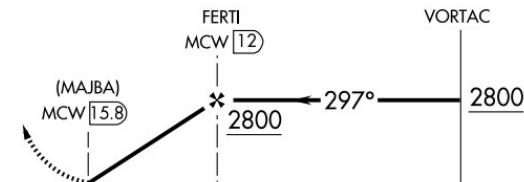
MINNEAPOLIS CENTER
127.3 380.2

UNICOM
122.8 (CTAF) 0



3000	MCW [20] ARC	Counter-clockwise	HAYOR △
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Procedure Turn
NA



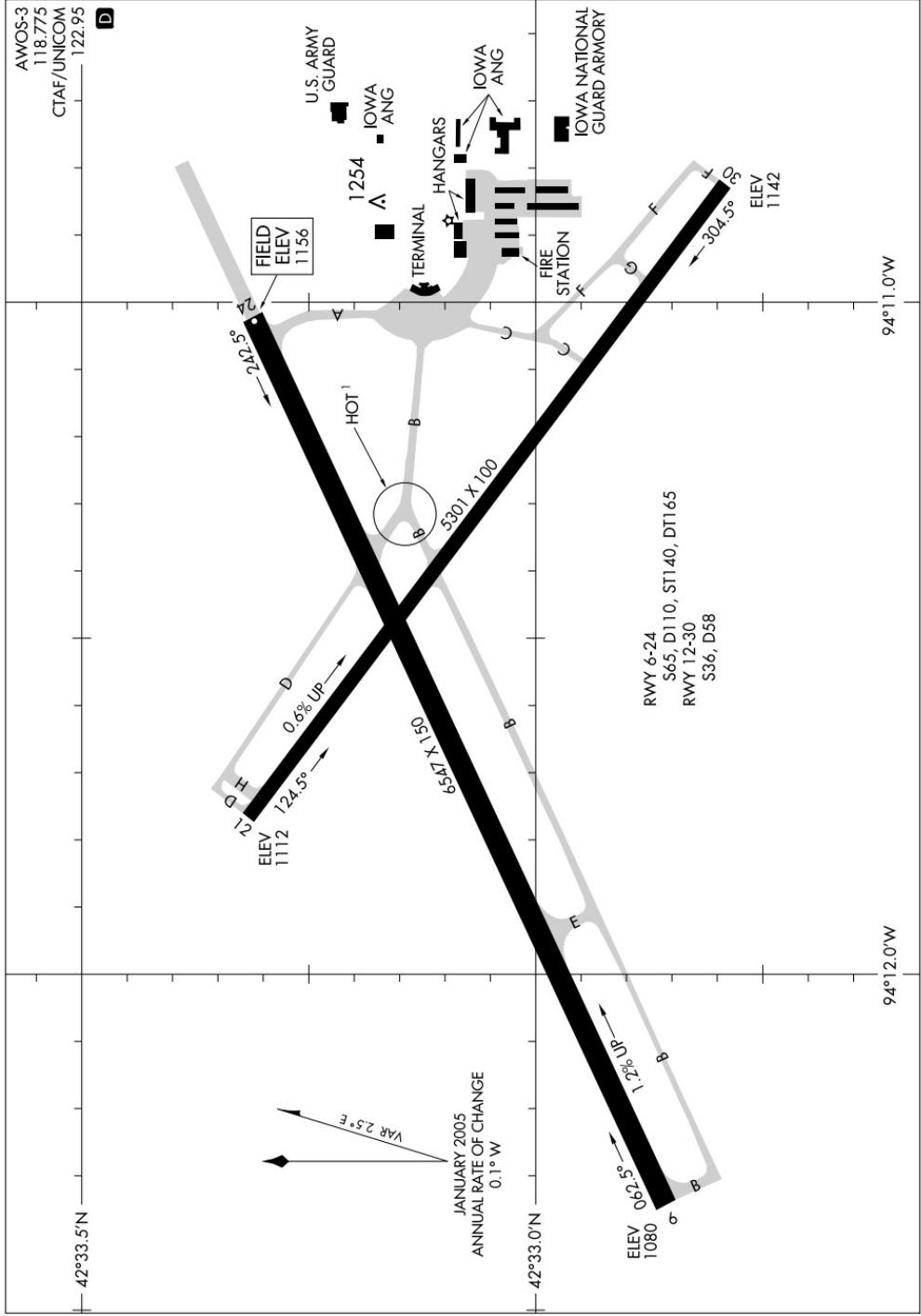
CATEGORY	A	B	C	D
CIRCLING	1780-1 550 (600-1)		1780-1½ 550 (600-1½)	2130-3 890 (900-3)

REIL Rwy 15 and 33 0
 MIRL Rwy 9-27 and 15-33 0

94°29'5

AIRPORT DIAGRAM

AL-976 (FAA)

FORT DODGE RGNL (FOD)
FORT DODGE, IOWA

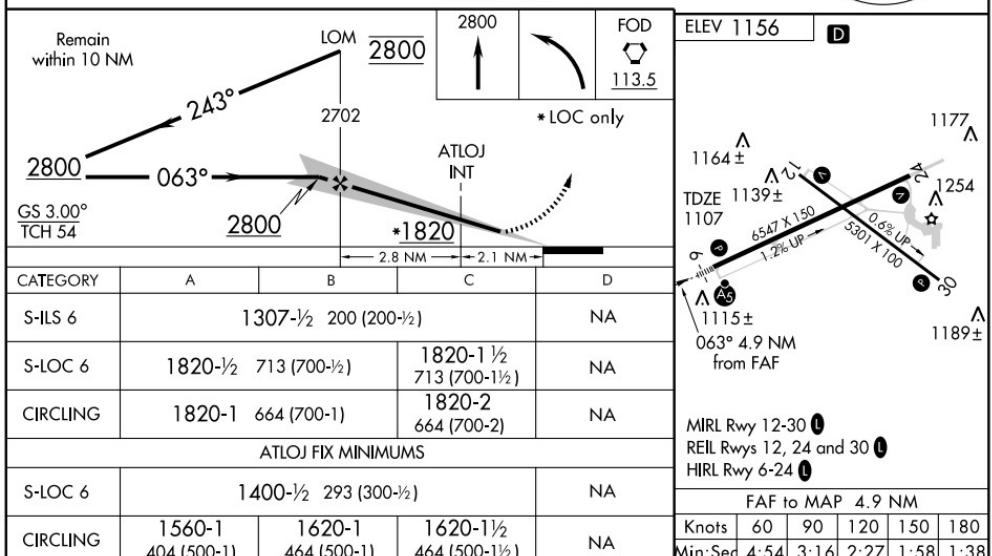
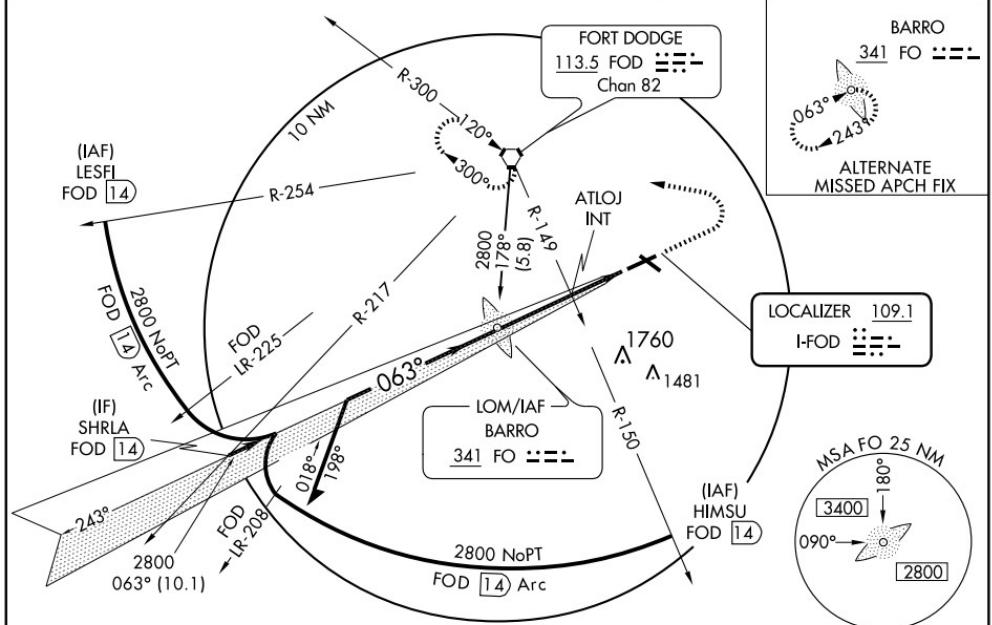
NC-3, 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 6
FORT DODGE RGNL (FOD)

LOC I-FOD	APP CRS	Rwy Idg 6547
109.1		TDZE 1107
		Apt Elev 1156

V When VGSI inoperative, Circling Rwy 24 NA at night. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet. For inoperative MALSR when using Webster City altimeter setting, increase S-ILS visibility all Cats to 1 mile.

NA MALS R MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3
118.775MINNEAPOLIS CENTER
134.0 288.3UNICOM
122.95 (CTAF) 0

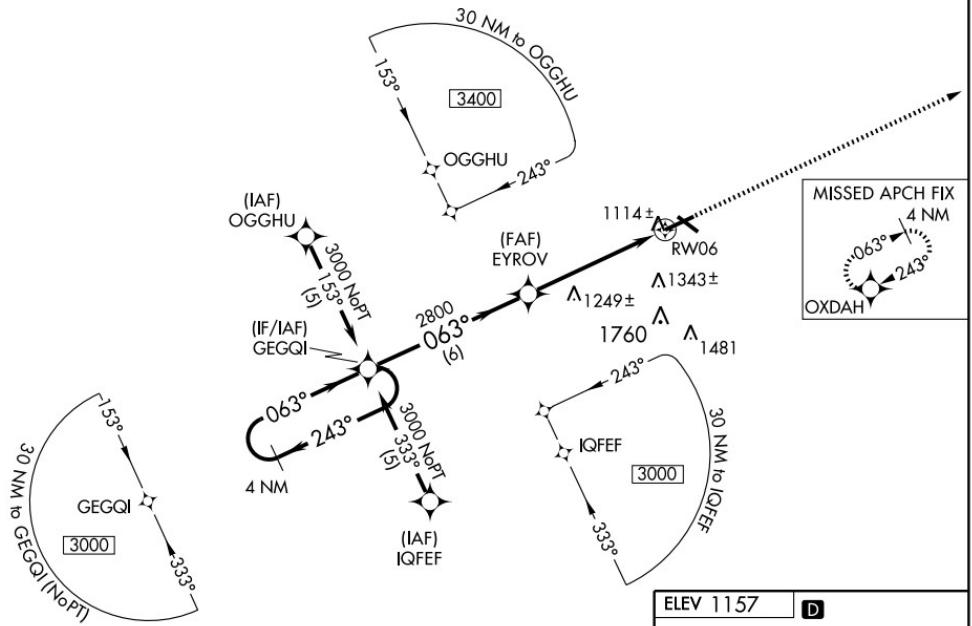
WAAS CH 61015	APP CRS 063°	Rwy Idg 6547 TDZE 1107 Apt Elev 1157
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RNAV (GPS) RWY 6

FORT DODGE RGNL (FOD)

When VGSI inop, Circling Rwy 24 NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase visibility LNAV-VNAV all Cats and LNAV Cats C and D $\frac{1}{4}$ mile. For inoperative MALSR when using Webster City altimeter setting, increase LPV all Cats visibility to 1 mile.

MALSR

MISSSED APPROACH:
Climb to 3000 direct
OXDAH and hold.AWOS-3
118.775MINNEAPOLIS CENTER
134.0 288.3UNICOM
122.95 (CTAF)

CATEGORY	A	B	C	D	
LPV DA		1307-1/2	200 (200-1/2)		
LNAV/ VNAV DA		1525-1	418 (400-1)		
LNAV MDA	1500-1/2	393 (400-1/2)		1500-1 393 (400-1)	
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)	MIRL Rwy 12-30 HIRL Rwy 6-24 REIL Rwy 12, 24 and 30

WAAS CH 99615	APP CRS 125°	Rwy Idg TDZE Apt Elev 5301 1128 1157
W12A		

RNAV (GPS) RWY 12

FORT DODGE RGNL (FOD)

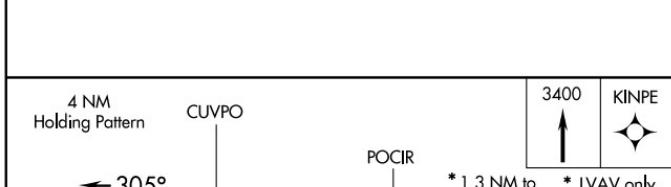
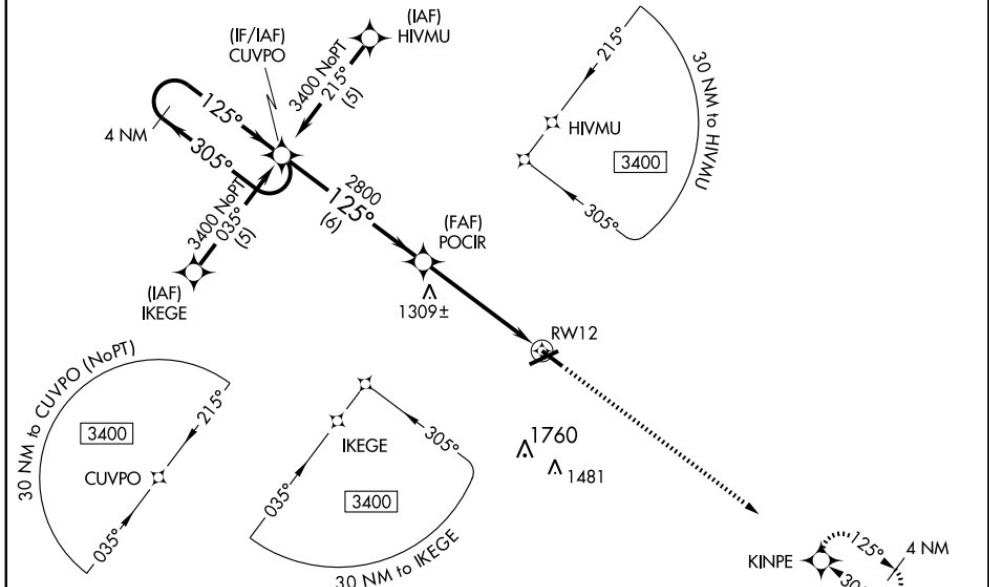
When VGS inoperative, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV visibility all Cats 1/4 mile. VDP and Baro-VNAV NA when using Webster City altimeter setting.

MISSED APPROACH:
Climb to 3400 direct KINPE and hold.

AWOS-3
118.775

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.95 (CTAF)



CATEGORY	A	B	C	D
LPV DA			1405-1	277 (300-1)
LNAV/ VNAV DA			1453-1½	325 (300-1½)
LNAV MDA	1560-1	432 (500-1)	1560-1½	1560-1½
			432 (500-1½)	432 (500-1½)
CIRCLING	1560-1	1620-1	1620-1½	1720-2
	403 (500-1)	463 (500-1)	463 (500-1½)	563 (600-2)

Vertical profile details:

- From CUVPO (3400) to POCIR (2800): 125° to RWY 12, TDZE 1128.
- From POCIR (2800) to RWY 12: 2800' level segment.
- Vertical segments: GS 3.00° TCH 51, 3.8 NM, 1.3 NM to RWY 12, 1.3 NM.
- Approach categories: A, B, C, D.
- Missed approach: Climb to 3400 feet and hold at KINPE (elevation 1157), with a 4 NM holding pattern centered on KINPE.
- Runway numbers: 12-30, 6-24, and 12, 24, and 30.

WAAS CH 45815 W24A	APP CRS 243°	Rwy Idg 6547 TDZE 1156 Apt Elev 1157
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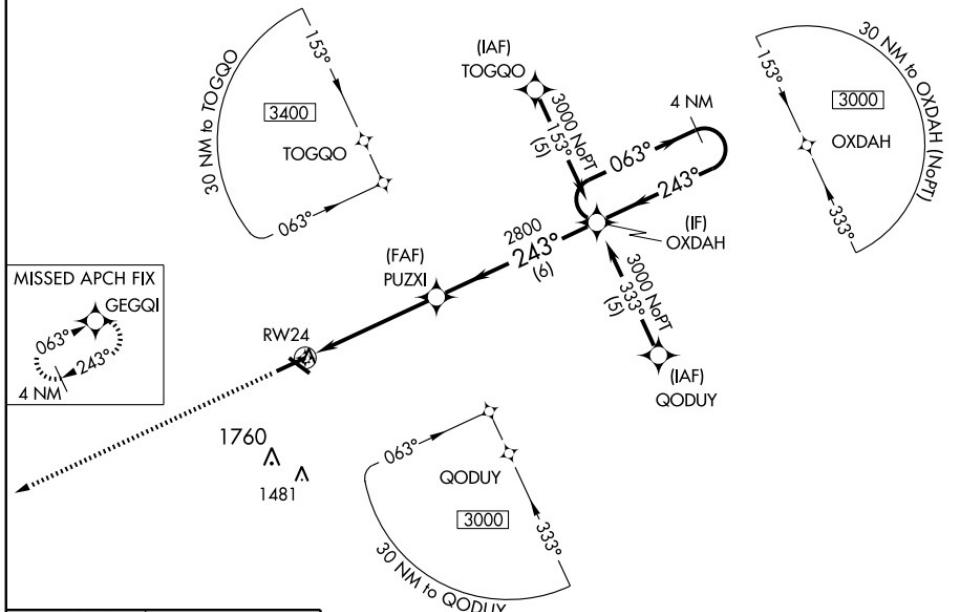
RNAV (GPS) RWY 24

FORT DODGE RGNL (FOD)

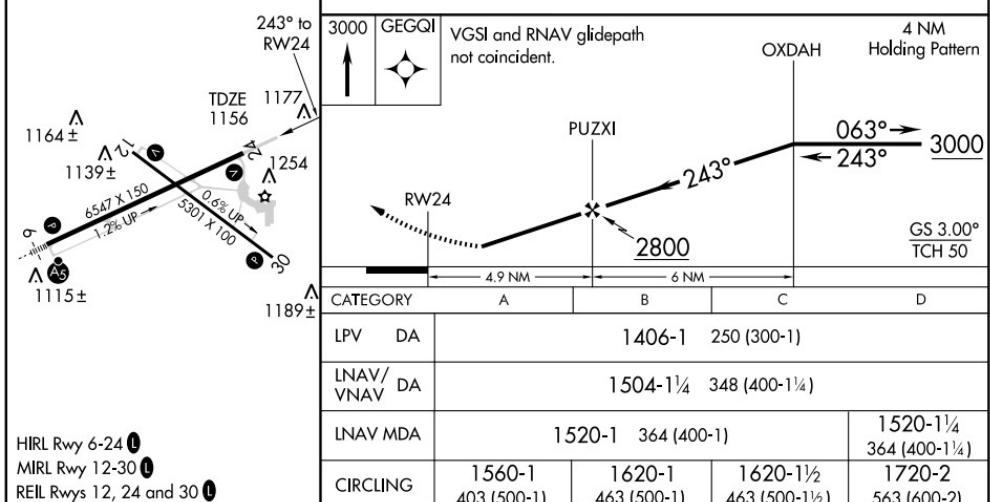
V When VGSi inop, Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C and D visibility $\frac{1}{4}$ mile.

⚠ MISSED APPROACH: Climb to 3000 direct GEGQI and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.95 (CTAF)
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ELEV 1157 D



RNAV (GPS) RWY 30

FORT DODGE RGNL (FOD)

WAAS CH 82615	APP CRS 305°	Rwy Idg TDZE Apt Elev	5301 1142 1157
W30A			

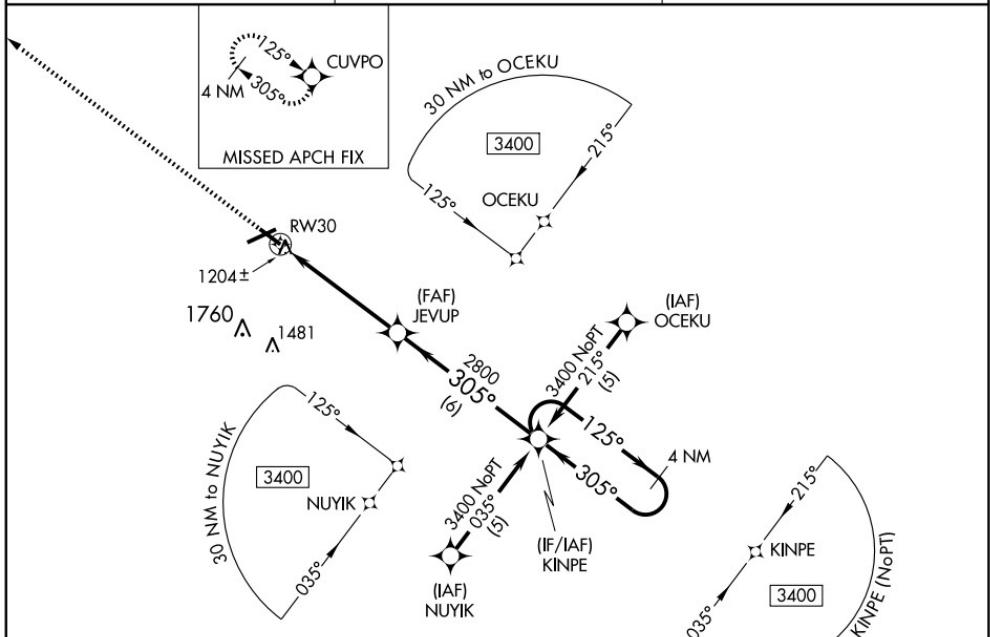
▼ When VGS1 inop, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cats C and D visibility $\frac{1}{4}$ mile.

▲ MISSED APPROACH: Climb to 3400 direct CUVPO and hold.

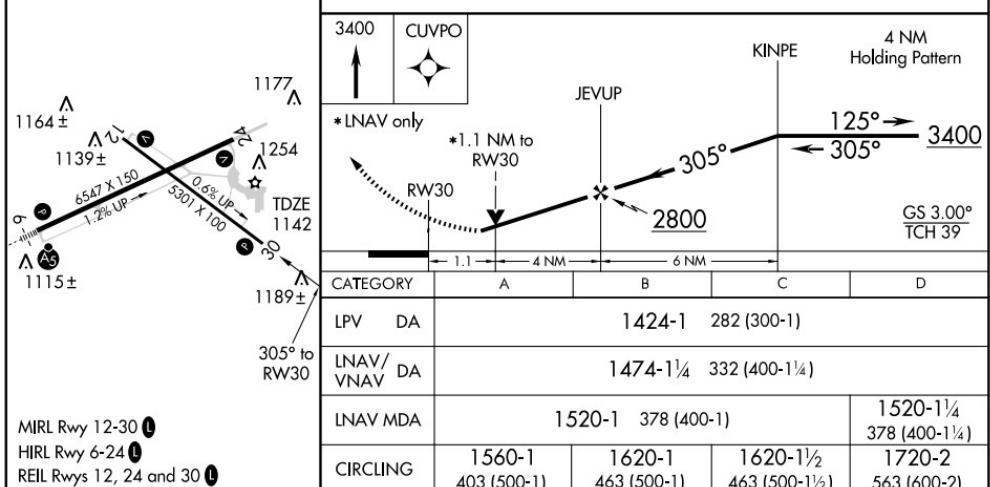
AWOS-3
118.775

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.95 (CTAF) 0



ELEV 1157 D



FORT DODGE, IOWA

AL-976 (FAA)

VORTAC FOD
113.5
Chan 82

APP CRS
300°

Rwy Idg 5301
TDZE 1142
Apt Elev 1157

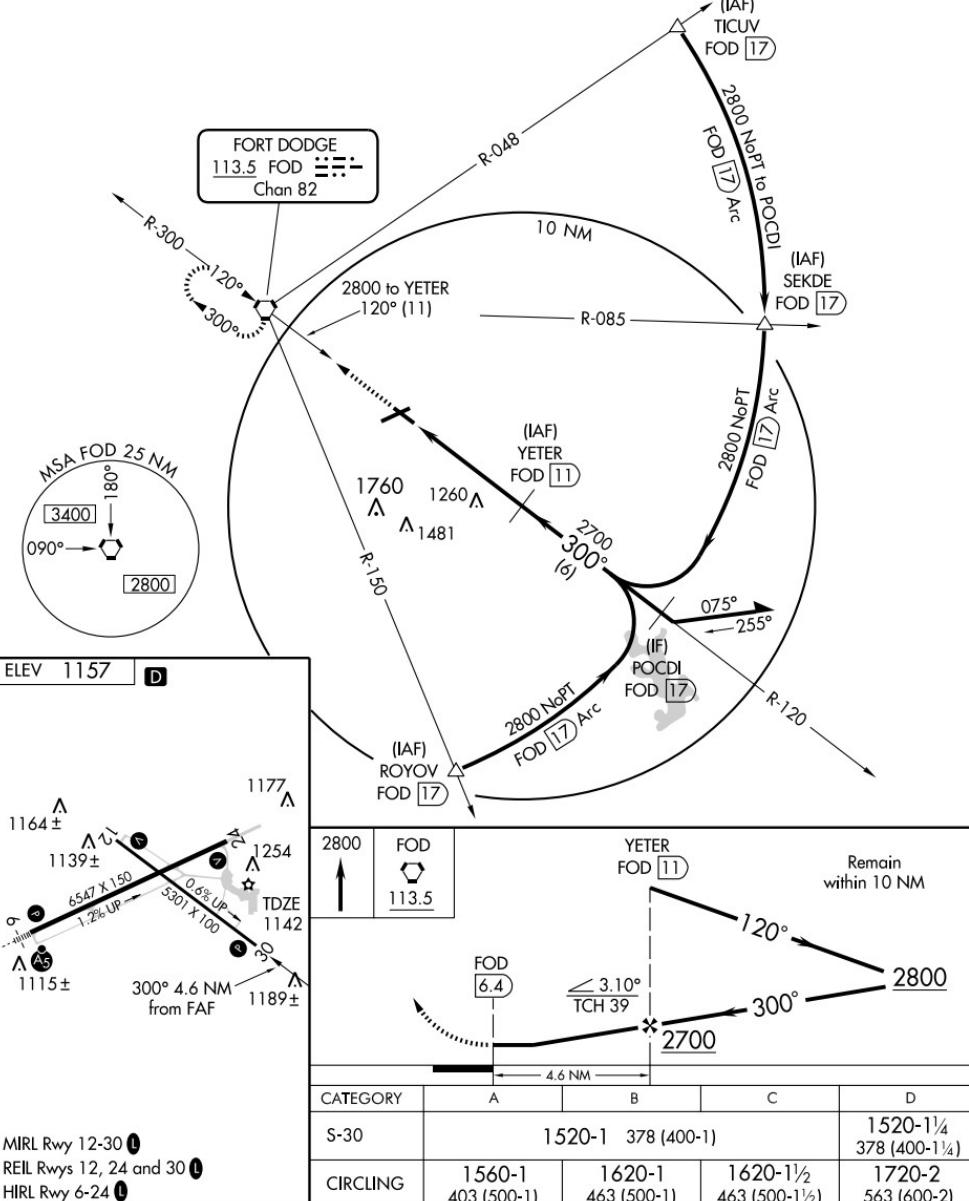
If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct FOD VORTAC and hold.

AWOS-3
118.775

MINNEAPOLIS CENTER

**UNICOM
22.95 (CTAF) 0**

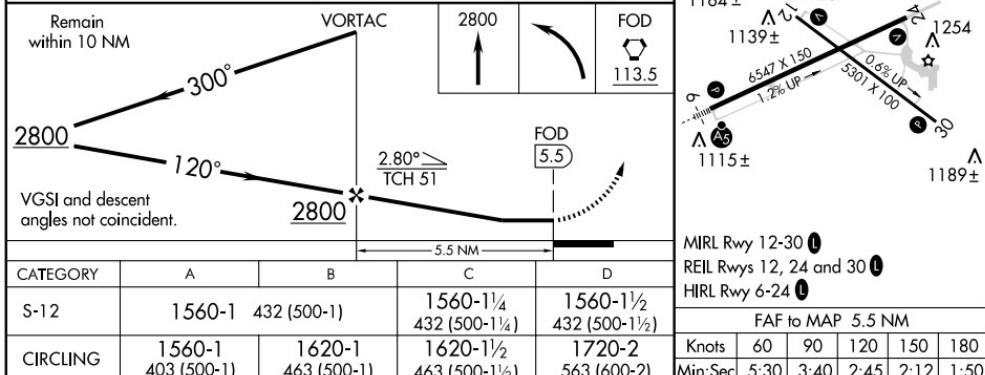
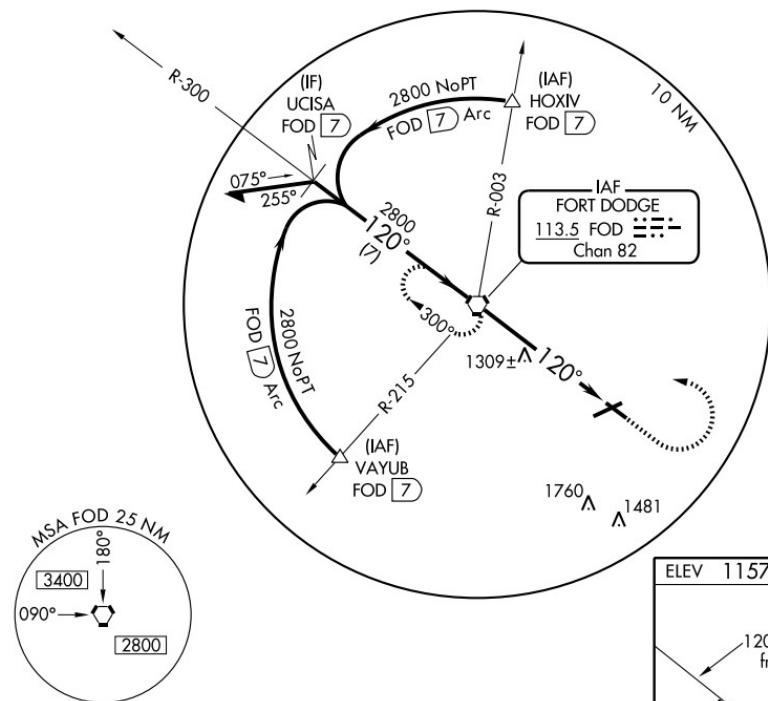


VORTAC FOD 113.5 Chan 82	APP CRS 120°	Rwy Idg 5301 TDZE 1128 Apt Elev 1157
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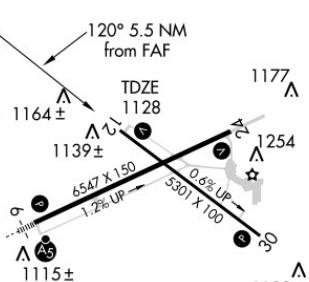
VOR RWY 12

FORT DODGE RGNL (FOD)

V A If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.	MISSIED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.
AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3

UNICOM
122.95 (CTAF) 0**2365**

ELEV 1157 D

MIRL Rwy 12-30 0
REIL Rwy 12, 24 and 30 0
HIRL Rwy 6-24 0

FAF to MAP 5.5 NM

Knots 60 90 120 150 180

Min:Sec 5:30 3:40 2:45 2:12 1:50

FORT MADISON, IOWA

AL-5625 (FAA)

VORTAC BRL 111.4 Chan 51	APP CRS 253°	Rwy Idg TDZE Apt Elev	N/A N/A 724
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VOR/DME or GPS-A

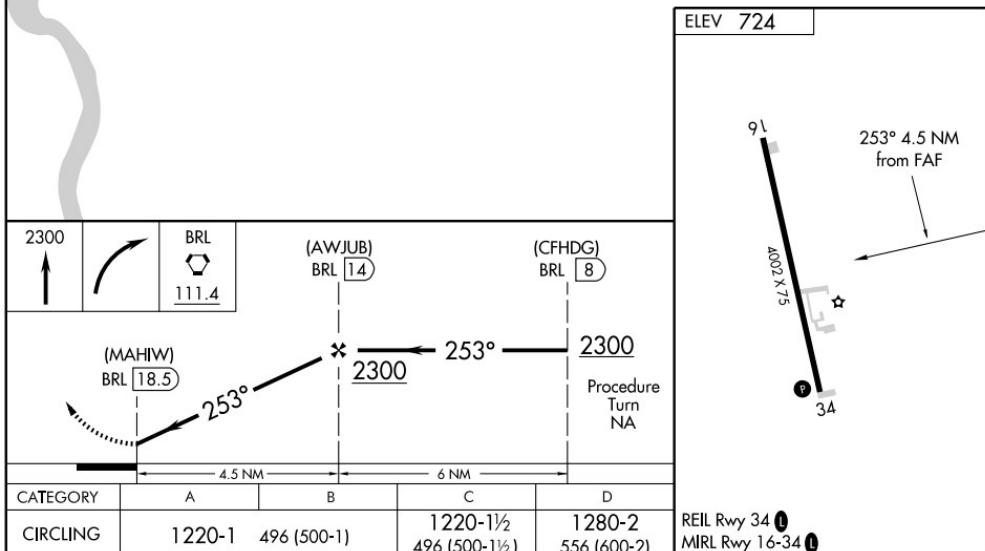
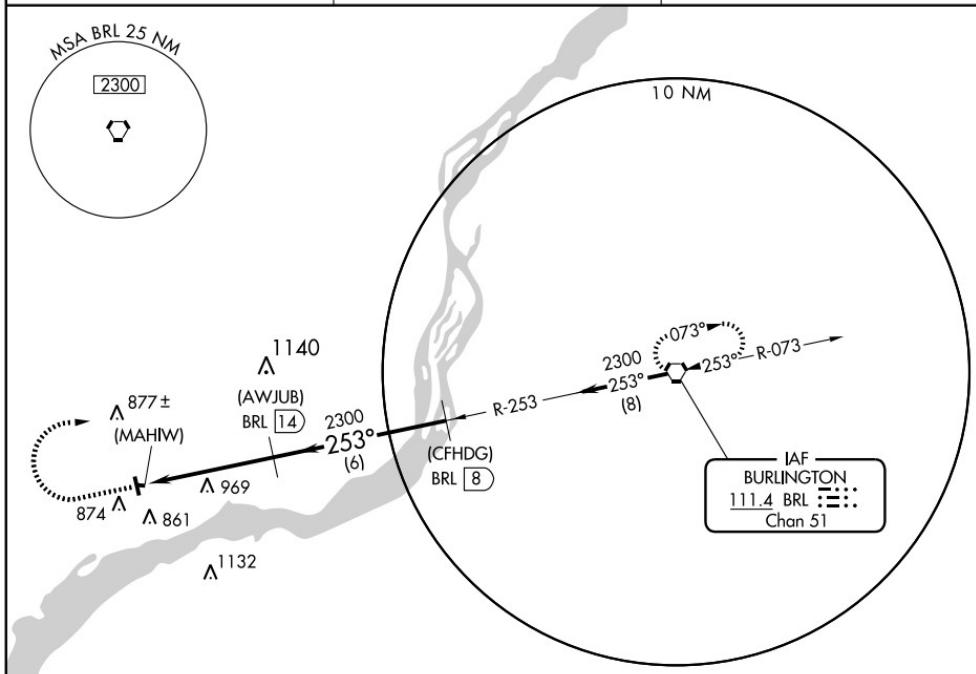
FORT MADISON MUNI (FSW)

MISSSED APPROACH: Climb to 2300 then right turn direct BRL VORTAC and hold.

AWOS-3
120.925

CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) 0



FORT MADISON, IOWA

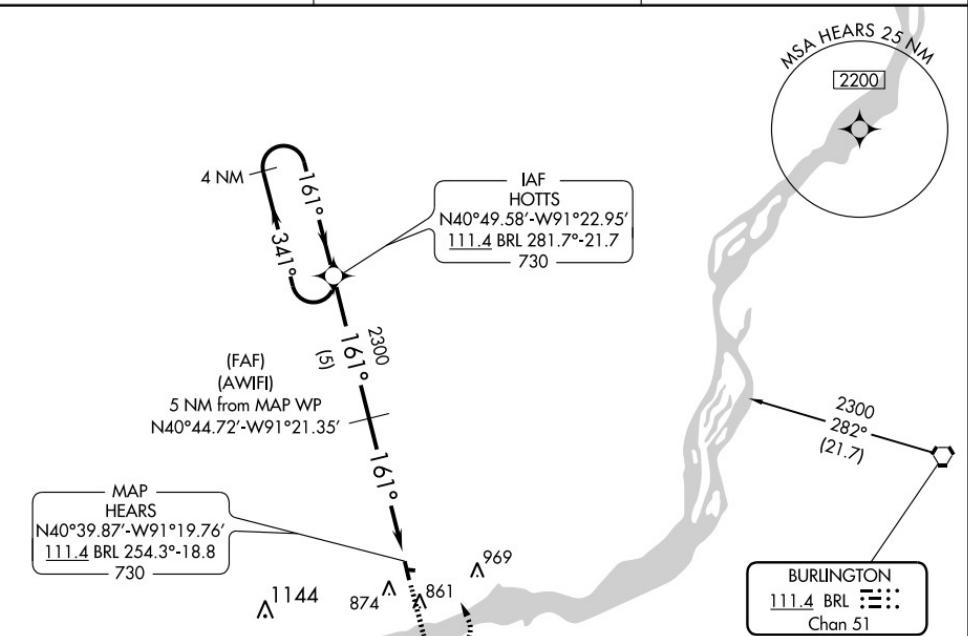
AL-5625 (FAA)

VORTAC BRL 111.4 Chan 51	APP CRS 161°	Rwy Idg TDZE Apt Elev	4002 713 724
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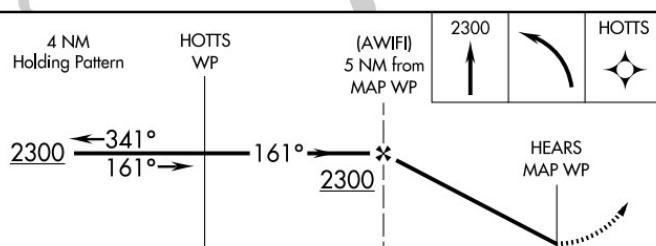
VOR/DME RNAV or GPS RWY 16

FORT MADISON MUNI (FSW)

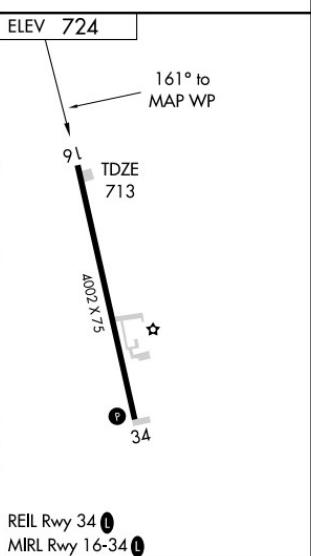
MISSED APPROACH: Climb to 2300 then left turn direct HOTTs WP and hold.

AWOS-3
120.925CHICAGO CENTER
135.6 316.1UNICOM
122.8 (CTAF) 0

NC-3 17 DEC 2006 to 14 JAN 2010



CATEGORY	A	B	C	D
S-16	1180-1	467 (500-1)	1180-1½ 467 (500-1½)	1180-1½ 467 (500-1½)
CIRCLING	1220-1	496 (500-1)	1220-1½ 496 (500-1½)	1280-2 556 (600-2)



FORT MADISON, IOWA

AL-5625 (FAA)

VORTAC BRL 111.4 Chan 51	APP CRS 353°	Rwy Idg 4002 TDZE Apt Elev 720 724
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VOR/DME RNAV or GPS RWY 34

FORT MADISON MUNI (FSW)

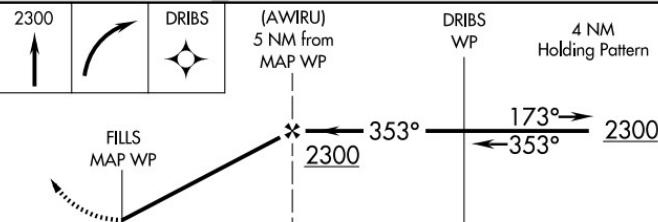
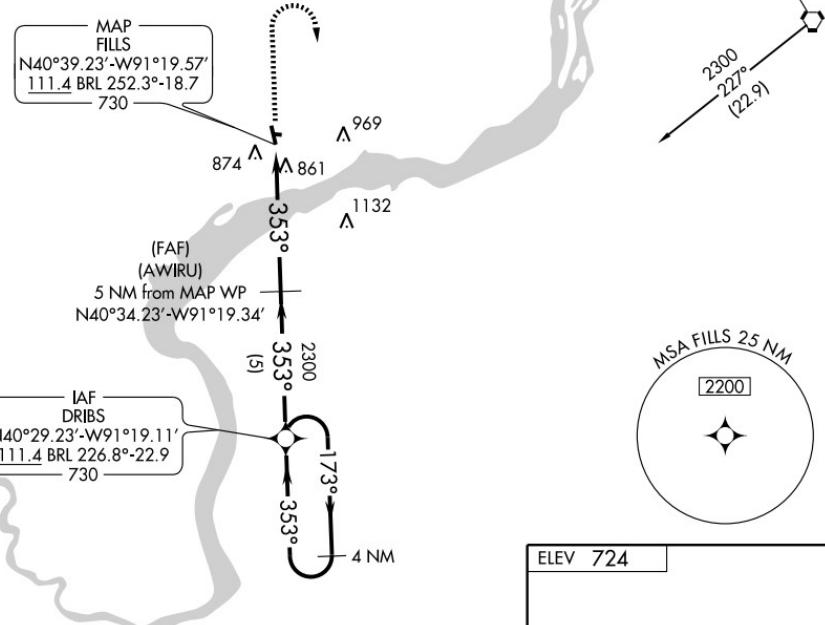
MISSIED APPROACH: Climb to 2300 then right turn direct DRIBS WP and hold.

AWOS-3
120.925

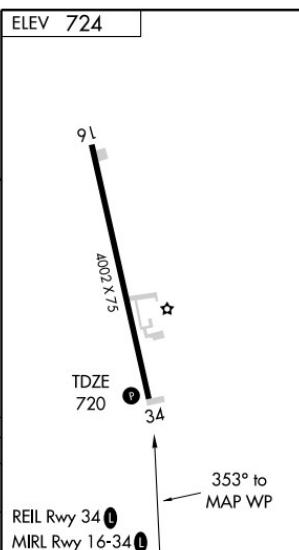
CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) 0

BURLINGTON
111.4 BRL
Chan 51



CATEGORY	A	B	C	D
S-34	1300-1	580 (600-1)	1300-1½ 580 (600-1½)	1300-1¾ 580 (600-1¾)
CIRCLING	1300-1	576 (600-1)	1300-1½ 576 (600-1½)	1300-2 576 (600-2)



GREENFIELD, IOWA

AL-6670 (FAA)

NDB or GPS RWY 32

GREENFIELD MUNI (GFZ)

NDB GFZ	APP CRS	Rwy Idg	2500
338	320°	TDZE	1361
		Apt Elev	1361

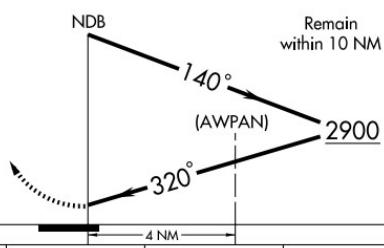
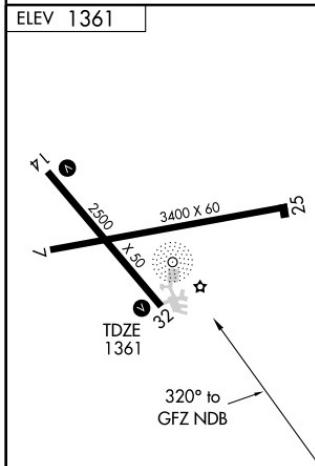
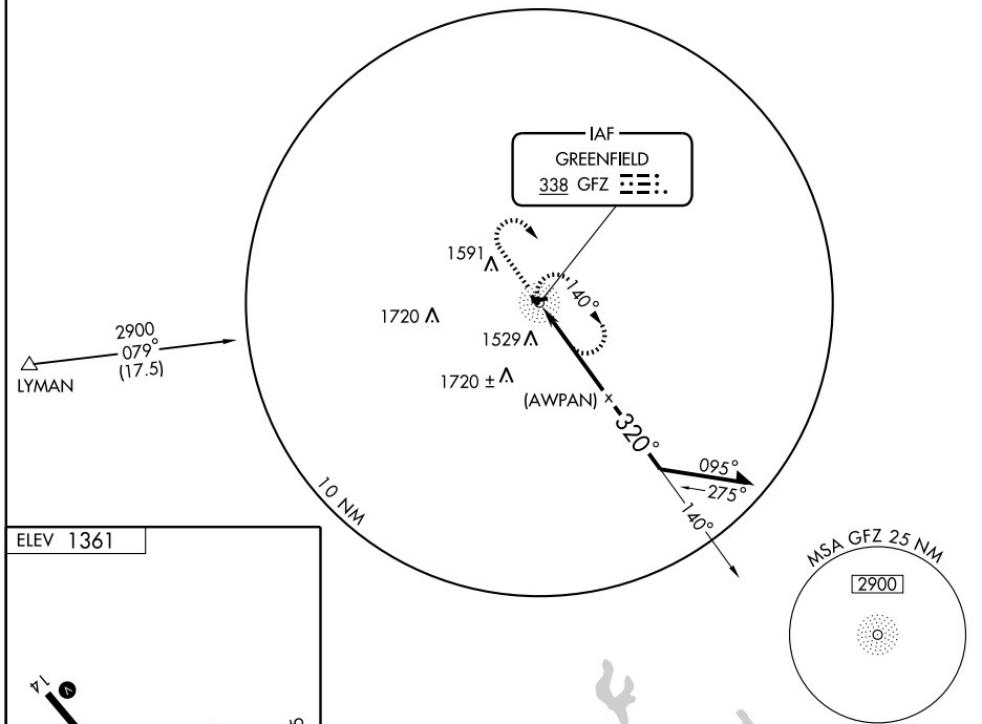
Use Creston altimeter setting; if not received, use Des Moines altimeter setting and increase all MDA's 80 feet.

MISSIED APPROACH: Climb to 2900 then right turn direct GFZ NDB and hold.

MINNEAPOLIS CENTER
125.65 306.950

(CTAF)
122.9

A1899



CATEGORY	A	B	C	D
S-32	2000-1	639 (700-1)		NA
CIRCLING	2000-1	639 (700-1)		NA

NDB RWY 13

GRINNELL RGNL (GGI)

NDB GGI 248	APP CRS 121°	Rwy Idg 5000 TDZE 1005 Apt Elev 1008
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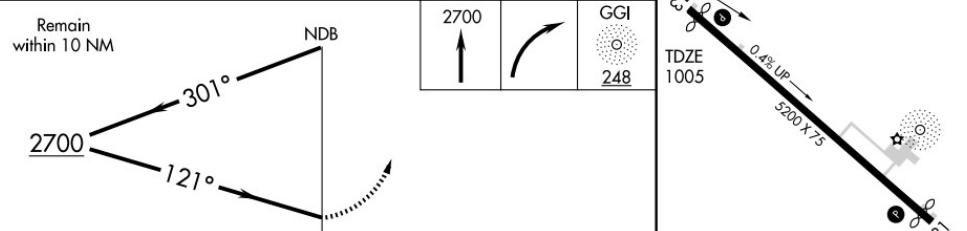
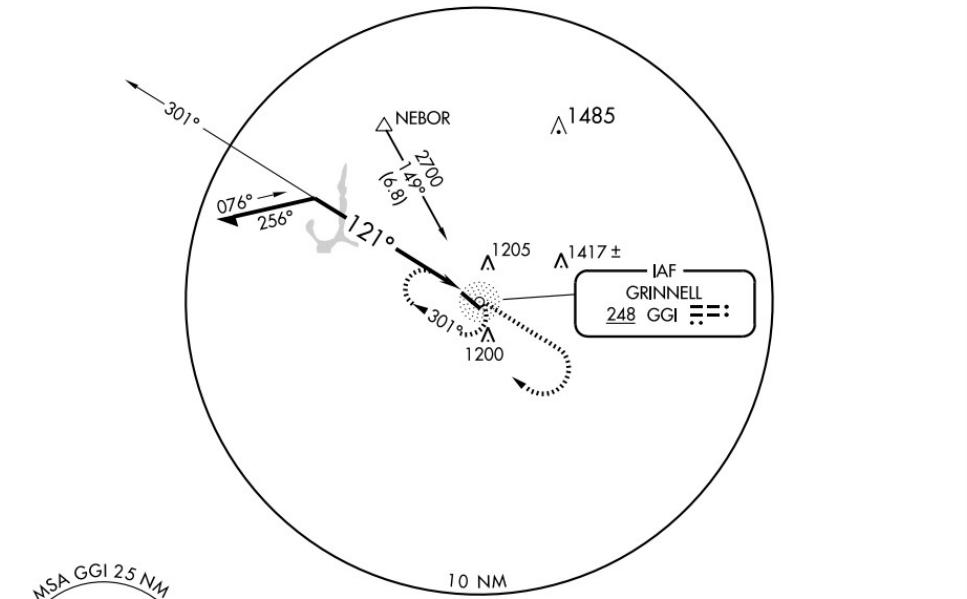
V When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
 A Visibility reduction by helicopters NA.

MISSIED APPROACH: Climb to 2700 then right turn direct GGI NDB and hold.

AWOS-3
120.725

CHICAGO CENTER
127.05 319.8

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-13	1620-1	615 (700-1)	1620-1¾ 615 (700-1¾)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

REIL Rwy 13 and 31
MIRL Rwy 13-31

RNAV (GPS) RWY 13

GRINNELL RGNL (GGI)

WAAS CH 58107	APP CRS 129°	Rwy Idg TDZE Apt Elev	5000 1005 1008
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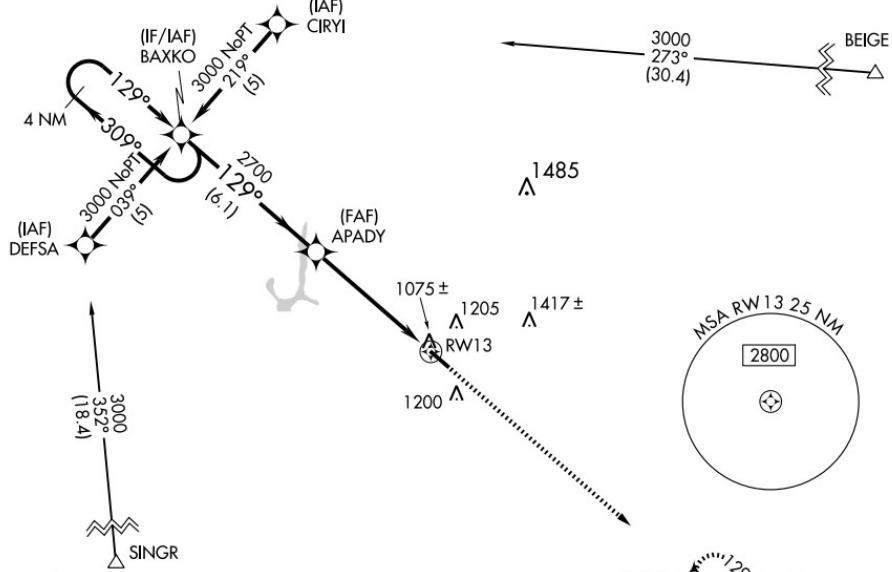
V When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and LNAV/VNAV visibility $\frac{1}{4}$ mile all Cats and LNAV Cat C visibility $\frac{1}{4}$ mile.
 Baro-VNAV NA when using Newton altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PICRA and hold.

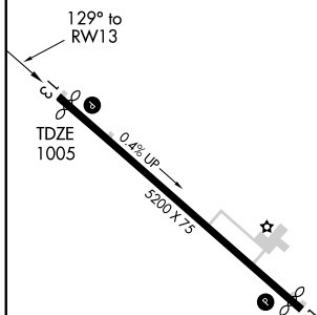
AWOS-3
120.725

CHICAGO CENTER
127.05 319.8

UNICOM
122.8 (CTAF)



ELEV 1008 Rwy 13 Idg 5000'
Rwy 31 Idg 5000'



REIL Rwy 13 and 31
MIRL Rwy 13-31

CATEGORY	A	B	C	D
LPV DA		1284-1 279 (300-1)		NA
LNAV/VNAV DA		1415-1½ 410 (500-1½)		NA
LNAV MDA	1480-1 475 (500-1)	1480-1¼ 475 (500-1¼)		NA
CIRCLING	1620-1 612 (700-1)	1620-1¾ 612 (700-1¾)		NA

RNAV (GPS) RWY 31

GRINNELL RGNL (GGI)

APP CRS 309°	Rwy Idg 5000
TDZE	1008
Apt Elev	1008

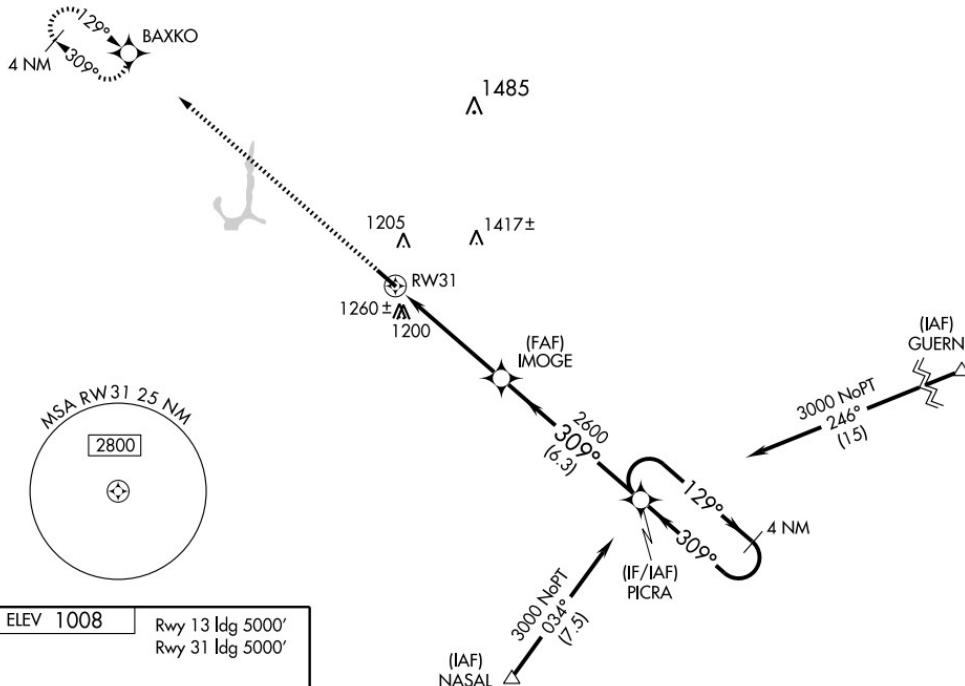
When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BAXKO and hold.

AWOS-3
120.725

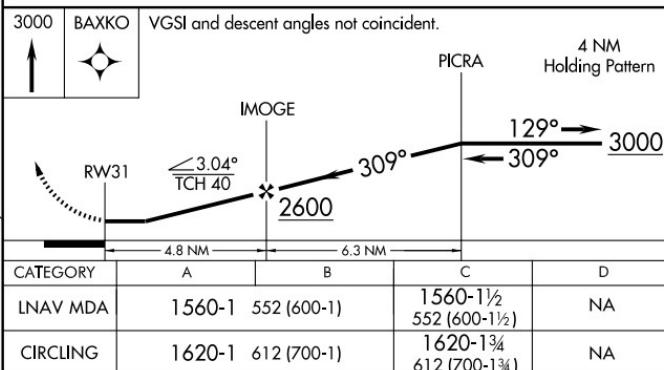
CHICAGO CENTER
127.05 319.8

UNICOM
122.8 (CTAF) 1



ELEV 1008 Rwy 13 Idg 5000'
Rwy 31 Idg 5000'

Procedure NA for arrivals at NASAL via V6-8 westbound.



REIL Rwy 13 and 31 1

MIRL Rwy 13-31 1

GRINNELL, IOWA

AL-6893 (FAA)

VOR/DME RWY 31

GRINNELL RGNL (GGI)

VOR/DME TNU	APP CRS	Rwy Idg	5000
112.5	282°	TDZE	1008
Chan 72		Apt Elev	1008

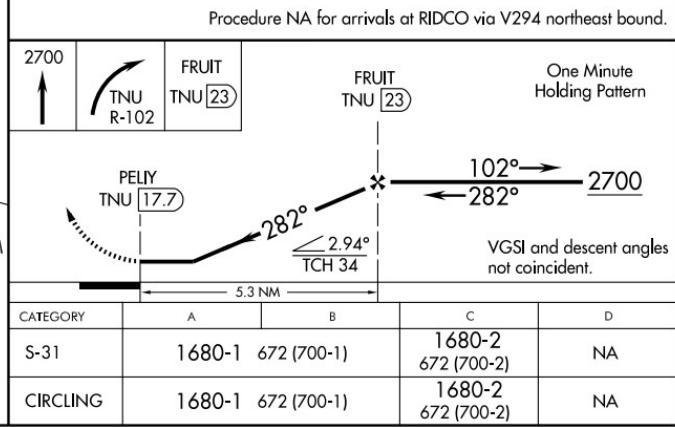
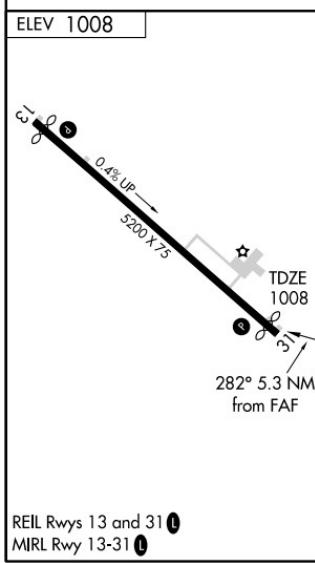
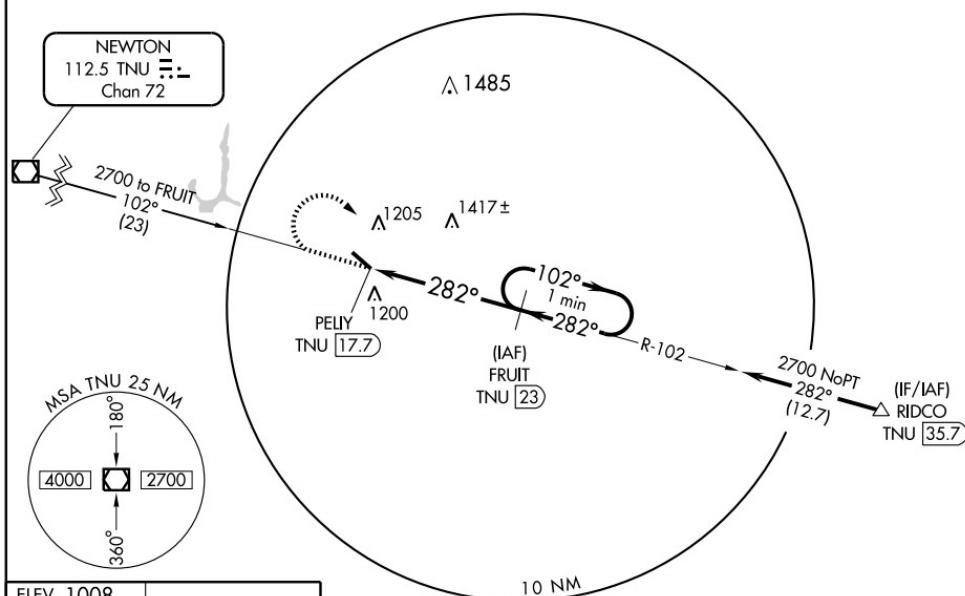
▼ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
▲ Visibility reduction by helicopters NA.

MISSSED APPROACH: Climb to 2700 then right turn via TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.

AWOS-3
120.725

CHICAGO CENTER
127.05 319.8

UNICOM
122.8 (CTAF) 0



GPS RWY 36

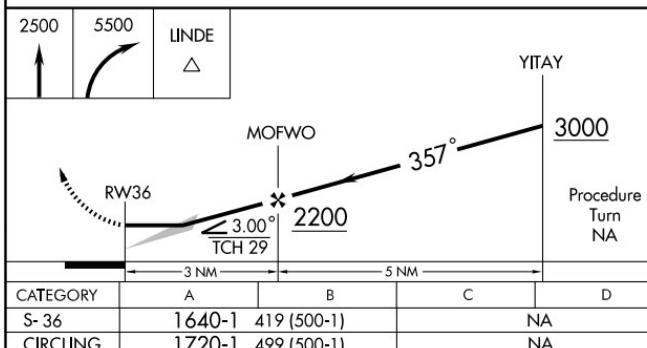
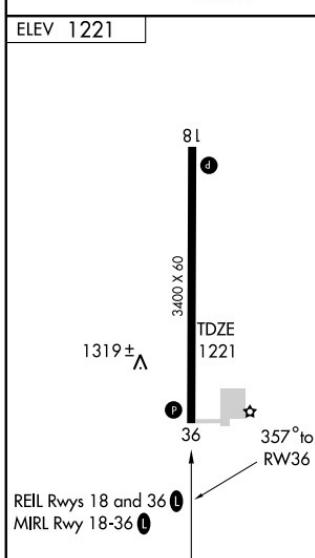
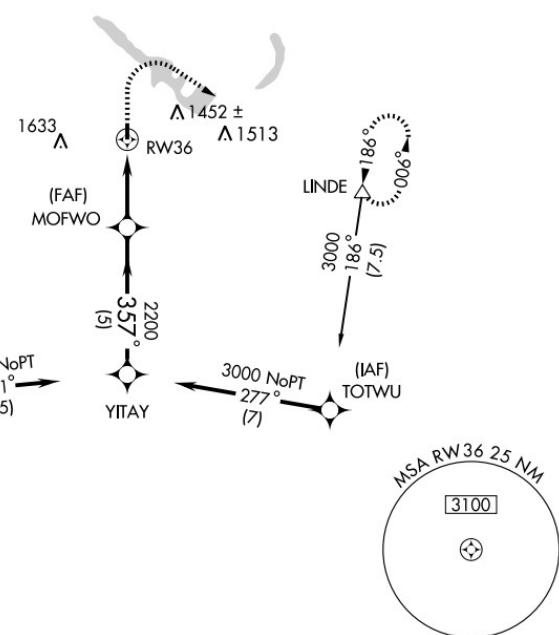
GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

APP CRS 357°	Rwy Idg 3400
TDZE 1221	Apt Elev 1221

Use Audubon County altimeter setting.

▲ NA

MISSIED APPROACH: Climb to 2500, then climbing right turn to 5500 direct LINDE Int and hold.

DES MOINES APP CON
135.2 360.7UNICOM
122.8 (CTAF) 0

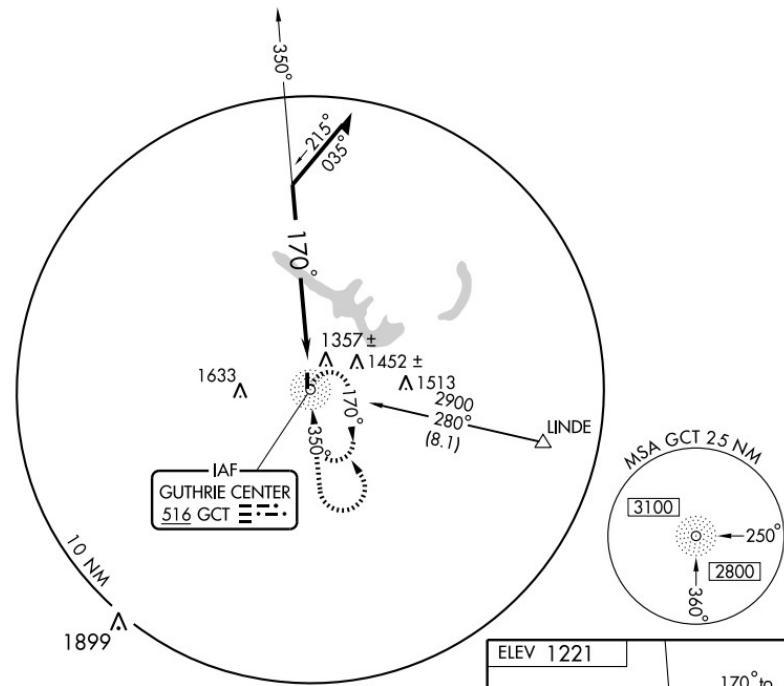
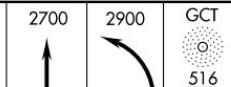
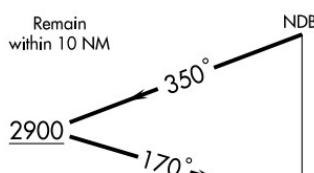
NDB RWY 18

GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

NDB GCT 516	APP CRS 170°	Rwy Idg 3400 TDZE 1221 Apt Elev 1221
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Use Audubon County altimeter setting.

MISSSED APPROACH: Climb to 2700, then climbing left turn to 2900 direct GCT NDB and hold.

DES MOINES APP CON
135.2 360.7UNICOM
122.8 (CTAF) 0Remain
within 10 NM

CATEGORY	A	B	C	D	
S-18	1780-1	559 (600-1)		NA	
CIRCLING	1780-1	559 (600-1)		NA	REIL Rwy 18 and 36 0 MIRL Rwy 18-36 0

HAMPTON, IOWA

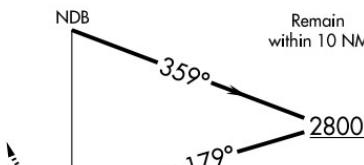
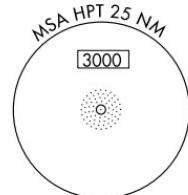
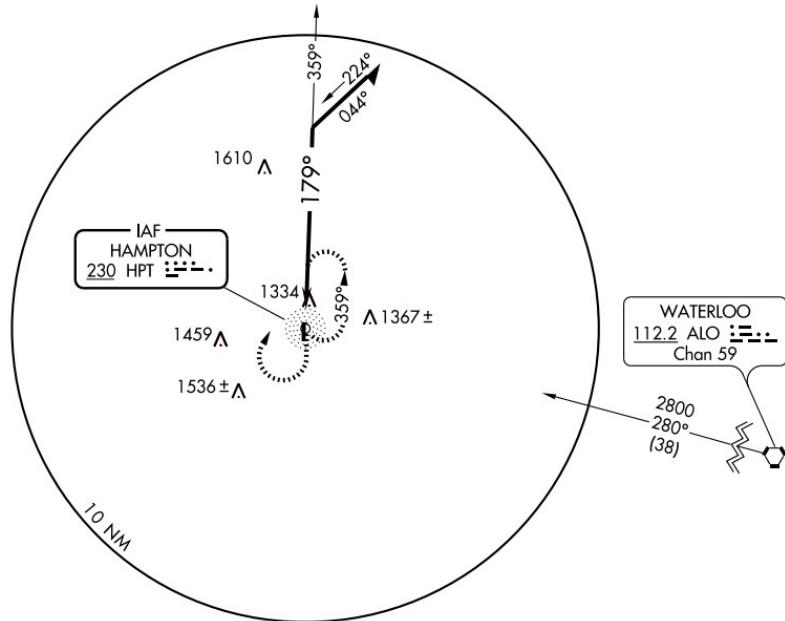
AL-6197 (FAA)

NDB RWY 17

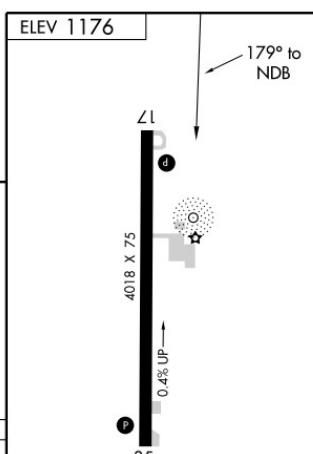
HAMPTON MUNI (HPT)

NDB HPT 230	APP CRS 179°	Rwy Idg 4018 TDZE 1176 Apt Elev 1176
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▼ ▲ NA	Use Mason City altimeter setting.	MISSSED APPROACH: Climb to 2800 then right turn direct HPT NDB and hold.
MINNEAPOLIS CENTER 134.0 288.3		UNICOM 122.7 (CTAF)



CATEGORY	A	B	C	D
S-17	2080-1½ 904 (1000-1½)		NA	
CIRCLING	2080-1½ 904 (1000-1½)		NA	



MIRL RWY 17-35
REIL RWYs 17 and 35

HAMPTON, IOWA

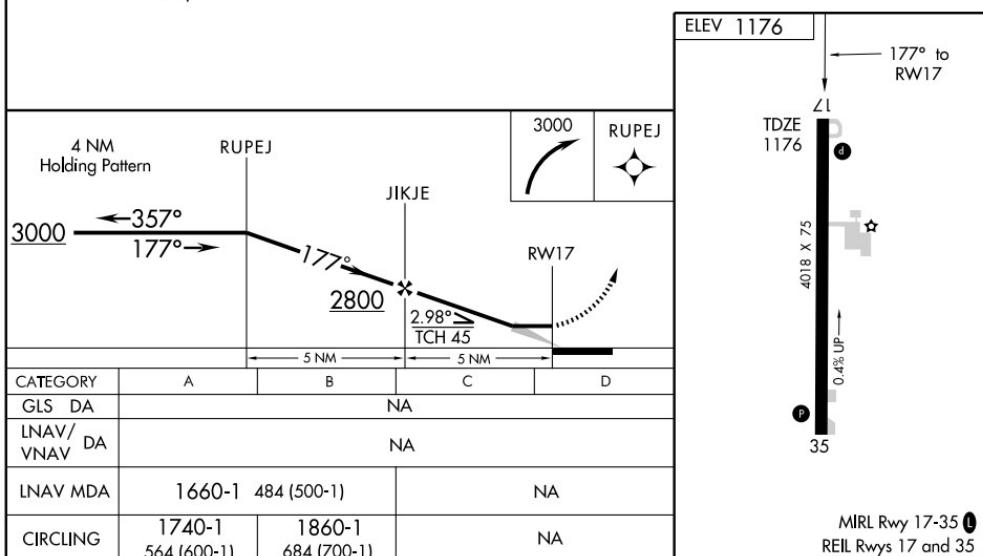
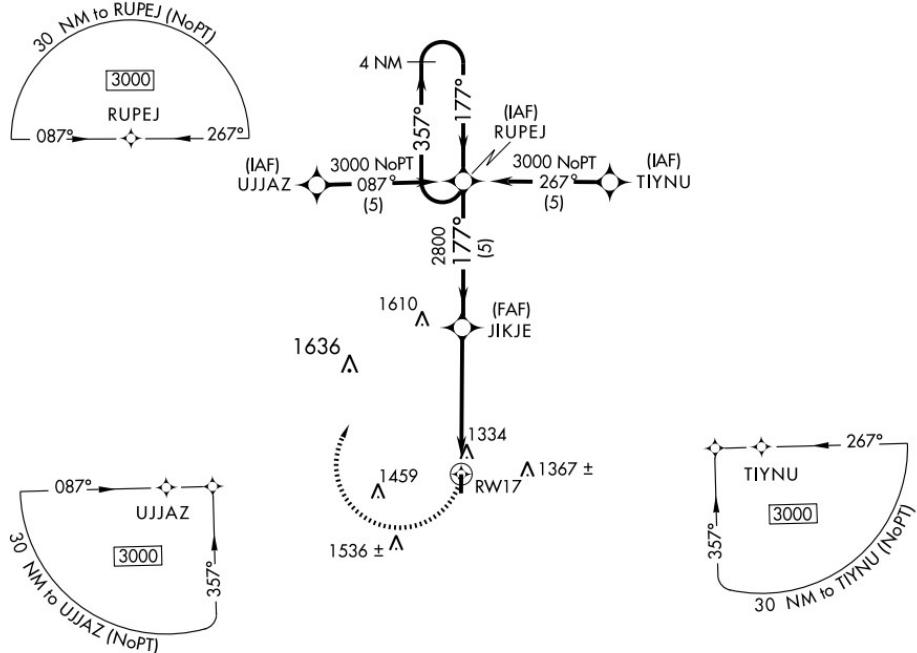
AL-6197 (FAA)

APP CRS	Rwy Idg	4018
177°	TDZE	1176
	Apt Elev	1176

RNAV (GPS) RWY 17

HAMPTON MUNI (HPT)

T Use Mason City altimeter setting. ▲ NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSIED APPROACH: Climbing right turn to 3000 direct RUPEJ WP and hold.	
MINNEAPOLIS CENTER 134.0 288.3		UNICOM 122.7 (CTAF)



HAMPTON, IOWA

AL-6197 (FAA)

RNAV (GPS) RWY 35

HAMPTON MUNI (HPT)

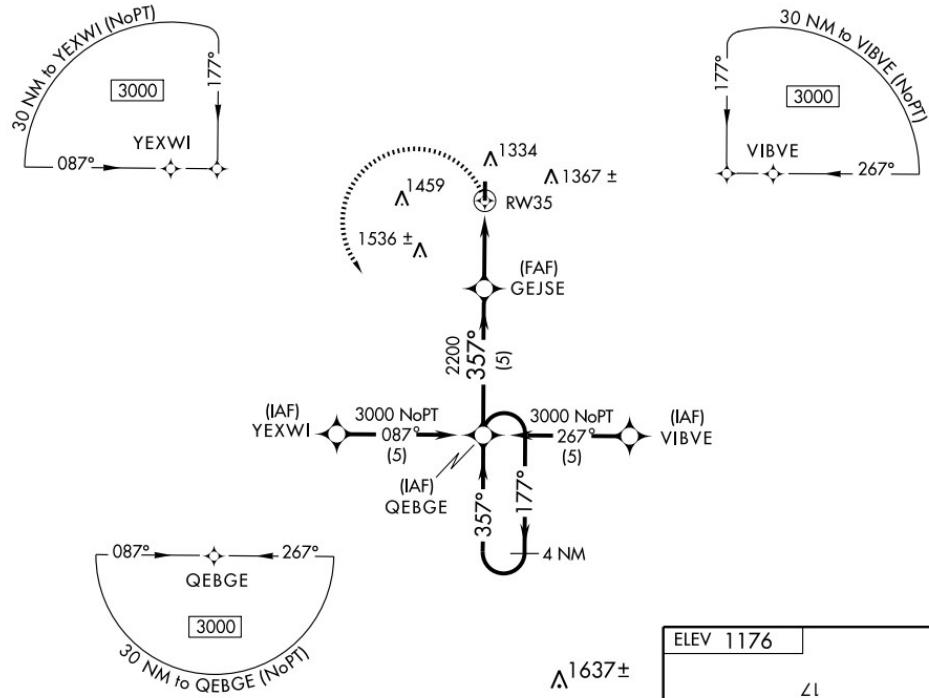
APP CRS
357°
Rwy Idg 4018
TDZE 1175
Apt Elev 1176

T Use Mason City altimeter setting.
A NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

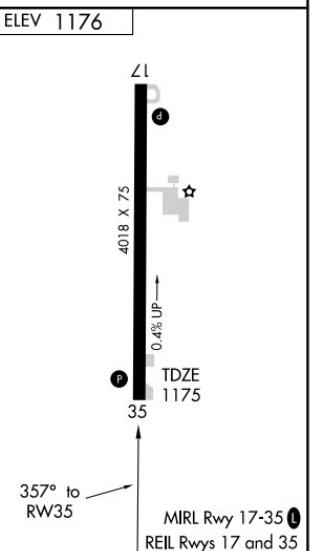
MISSIED APPROACH: Climbing left turn to 3000 direct QEBGE WP and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
GLS DA		NA		
LNAV/ VNAV DA		NA		
LNAV MDA	1880-1 705 (800-1)		NA	
CIRCLING	1880-1 704 (800-1)		NA	



HAMPTON, IOWA

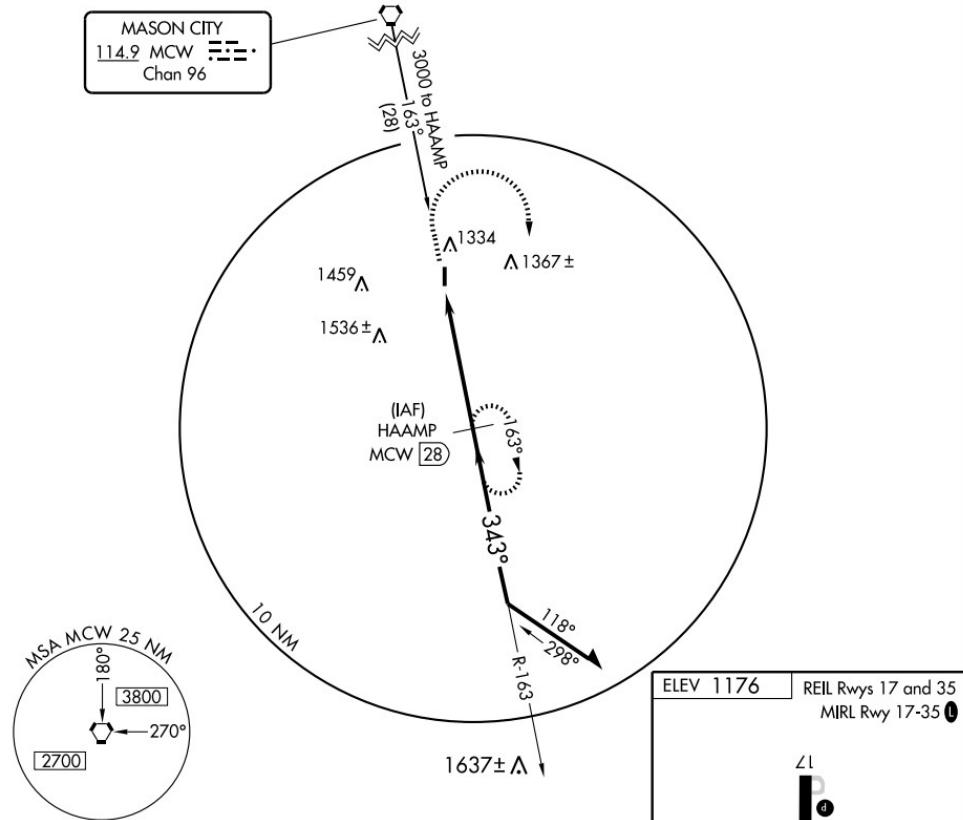
AL-6197 (FAA)

VORTAC MCW 114.9 Chan 96	APP CRS 343°	Rwy Idg 4018 TDZE 1175 Apt Elev 1176
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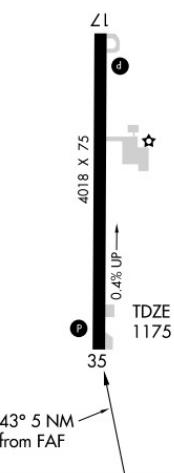
VOR/DME RWY 35

HAMPTON MUNI (HPT)

T NA	Use Mason City altimeter setting.	MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.
MINNEAPOLIS CENTER 134.0 288.3		UNICOM 122.7 (CTAF)

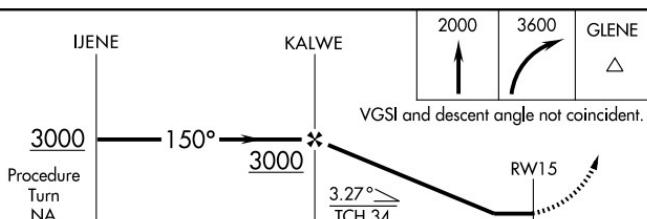
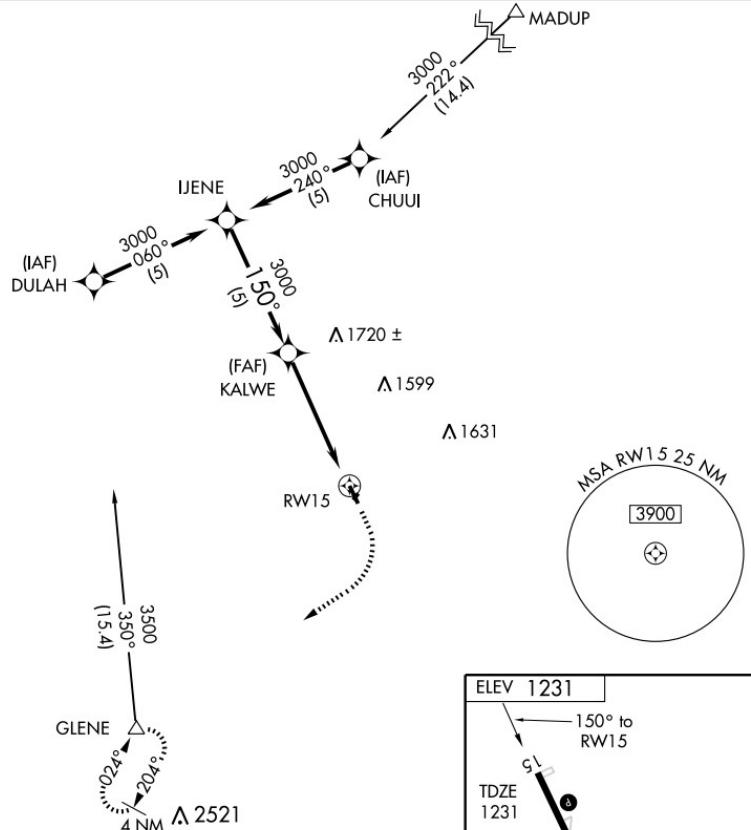


3000	MCW R-163 114.9	HAAMP MCW [28]	HAAMP MCW [28]	Remain within 10 NM
			163°	3000
			343°	3000
		3000		VGS and descent angles not coincident.
		3.42° TCH 40		
		5 NM		
CATEGORY	A	B	C	D
S-35	1880-1 705 (800-1)	1880-1½ 705 (800-1½)		NA
CIRCLING	1880-1 704 (800-1)	1880-1½ 704 (800-1½)		NA

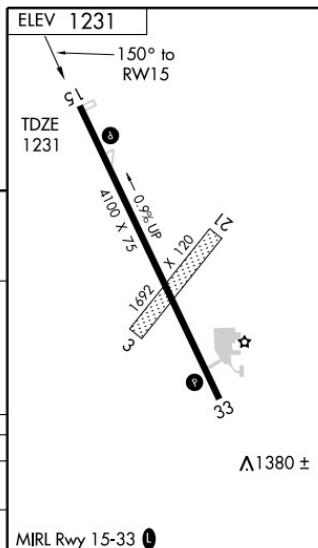


APP CRS	Rwy Idg	4100
150°	TDZE	1231
Apt Elev		1231

V NA	MISSSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.	
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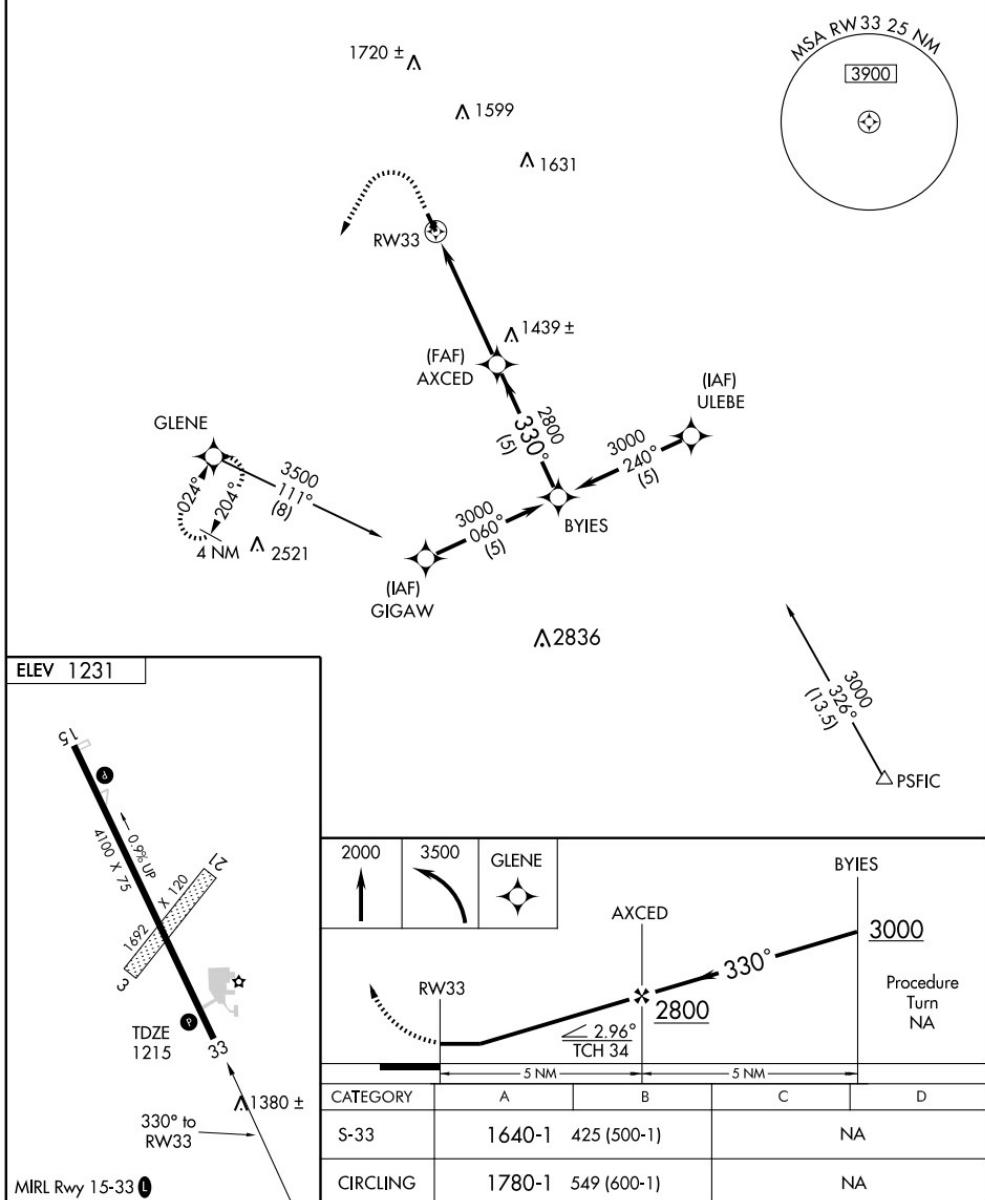
AWOS-3
118.325OMAHA APP CON
124.5 263.0UNICOM
122.8 (CTAF) 0

CATEGORY	A	B	C	D
S-15	1780-1	549 (600-1)		NA
CIRCLING	1780-1	549 (600-1)		NA



APP CRS 330°	Rwy Idg 4100 TDZE 1215 Apt Elev 1231
------------------------	---

V NA	MISSED APPROACH: Climb to 2000, then climbing left turn to 3500 direct GLENE WP and hold.
AWOS-3 118.325	OMAHA APP CON 124.5 263.0
	UNICOM 122.8 (CTAF) 0



INDEPENDENCE, IOWA

AL-6669 (FAA)

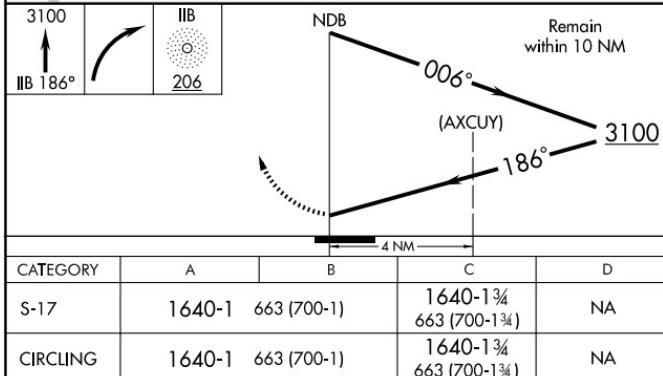
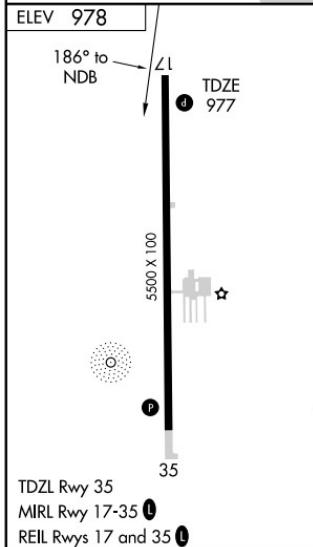
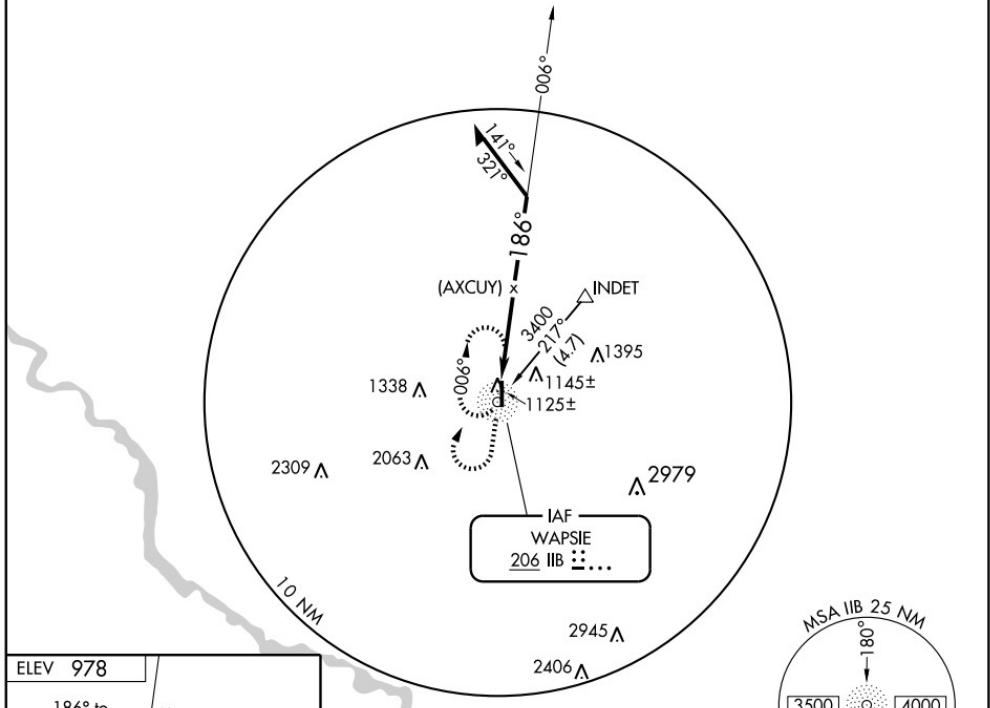
NDB or GPS RWY 17

INDEPENDENCE MUNI (IIB)

NDB IIB 206	APP CRS 186°	Rwy Idg 5500 TDZE 977 Apt Elev 978
-----------------------	------------------------	--

V
▲ NA Use Waterloo altimeter setting.

MISSIED APPROACH: Climb to 3100 via IIB 186° bearing then right turn direct IIB NDB and hold.

AWOS-3
120.825WATERLOO APP CON ★
118.9 251.15UNICOM
122.8 (CTAF) L

WAAS	APP CRS	Rwy Idg	4196
CH 58207	249°	TDZE	657
W25A		Apt Elev	684

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

T DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all DA 66 feet and LPV and LNAV/VNAV all. Cats visibility $\frac{1}{4}$ mile, increase all MDA 80 feet.
Baro-VNAV and VDP NA when using Cedar Rapids altimeter setting.

RNAV (GPS) RWY 25
IOWA CITY MUNI (IOW)

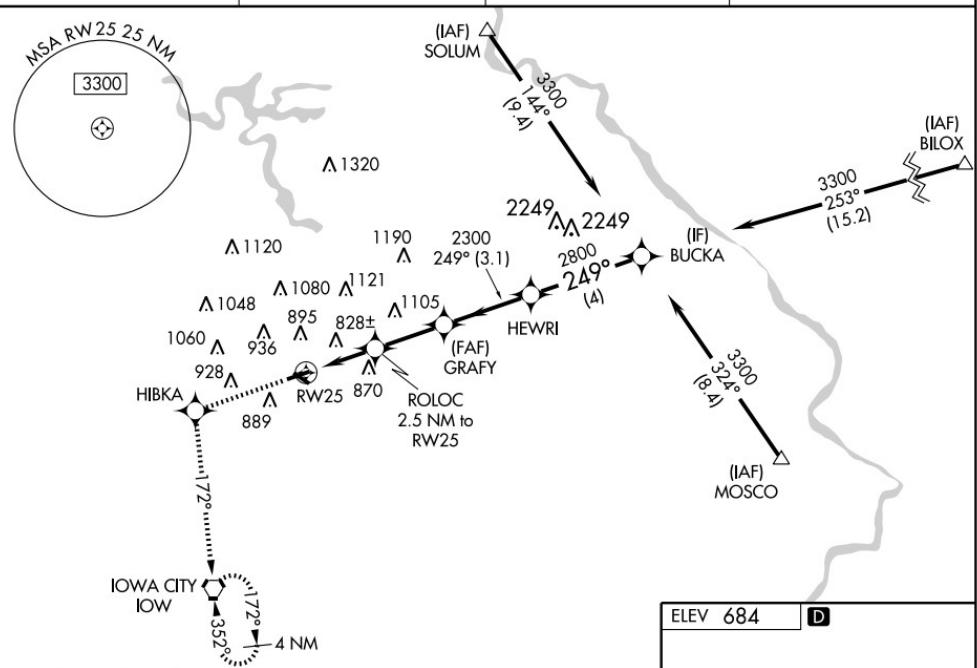
IOWA CITY MUNI (IOW)

ASOS
128.075

CEDAR RAPIDS APP CON
119.7 266.8

CLNC DEL
119.05

UNICOM
122.8 (CTAF) 0



*LNAV only

*1.6 NM to RW25

2.5 NM to ROLOC

172° track

HIBKA

1480*

GRAFY

HEWRI

BUCKA

2300

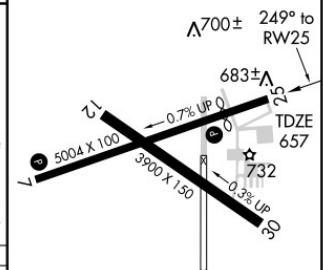
249°

2800

3300

Procedure Turn NA

GS 3.00 TCH 40



CATEGORY	A	B	C	D
LPV DA	1051-1½	394 (400-1½)		NA
LNAV/ VNAV DA	1161-1¾	504 (500-1¾)		NA
LNAV MDA	1200-1	543 (600-1)		NA
CIRCLING	1260-1	576 (600-1)		NA

MIRL Rwy 7-25 and 12-30

IOWA CITY, IOWA

AL-682 (FAA)

RNAV (GPS) RWY 30

IOWA CITY MUNI (IOW)

APP CRS 303°	Rwy Idg 3900 656 Apt Elev 684
-----------------	---

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3000 direct ICWAR and hold.

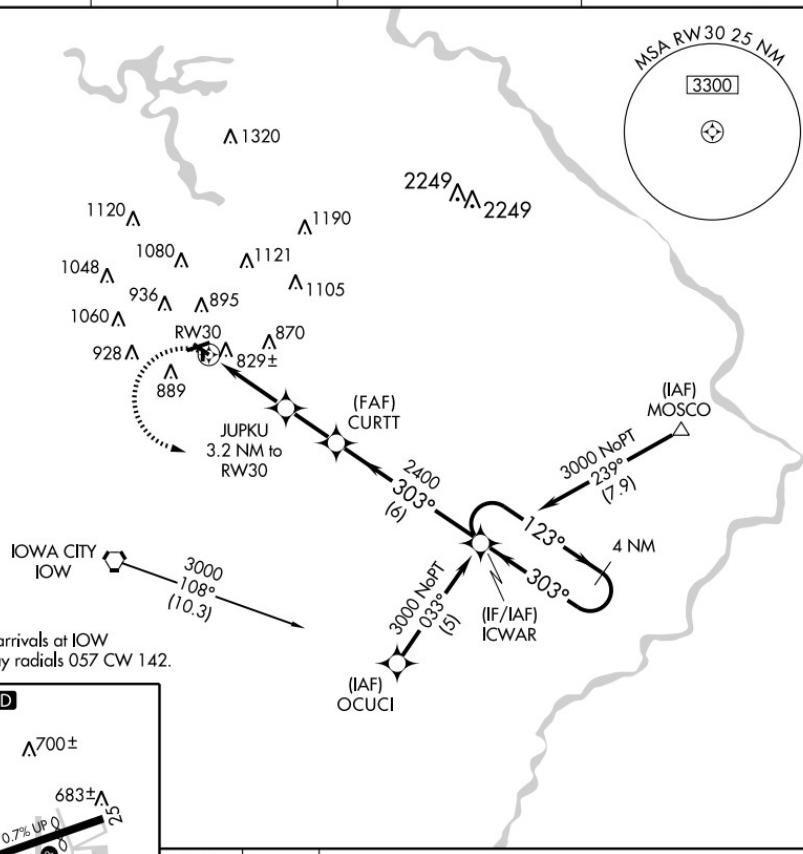
ASOS
128.075

CEDAR RAPIDS APP CON *

119.7 266.8

CLNC DEL
119.05

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1100-1 444 (500-1)			NA
CIRCLING	1260-1 576 (600-1)			NA

MIRL Rwy 7-25 and 12-30 0

IOWA CITY, IOWA

AL-682 (FAA)

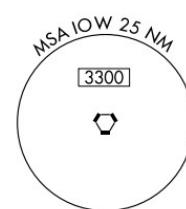
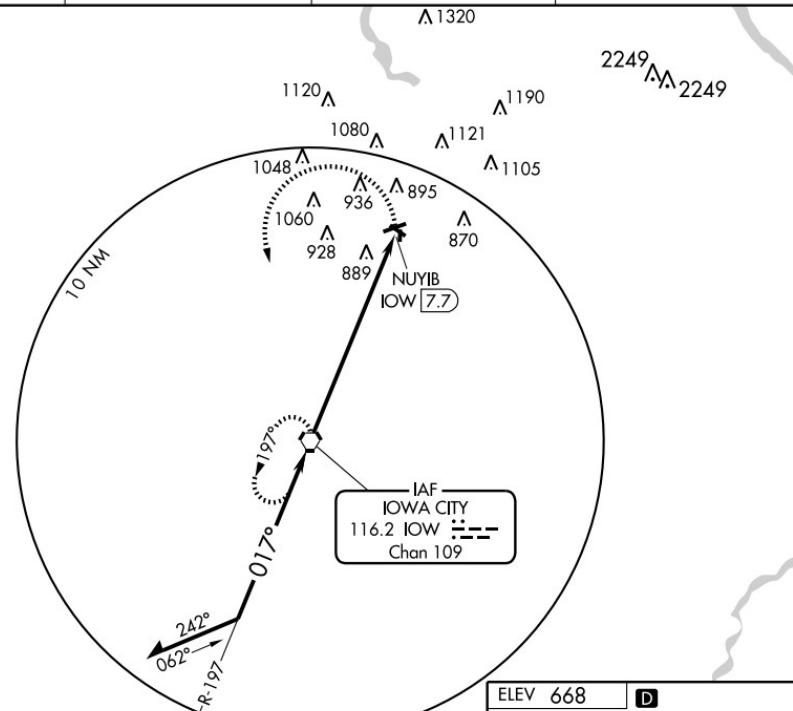
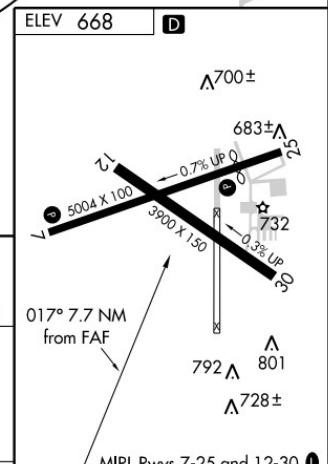
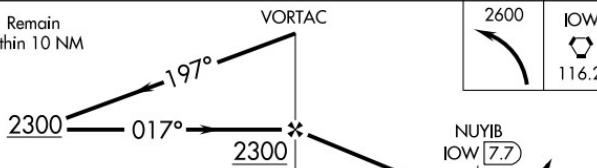
VOR-A

IOWA CITY MUNI (IOW)

VORTAC IOW 116.2 Chan 109	APP CRS 017°	Rwy Idg TDZE Apt Elev	N/A N/A 668
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T If local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2600 direct IOW VORTAC and hold.

ASOS
128.075CEDAR RAPIDS APP CON *
119.7 266.8CLNC DEL
119.05UNICOM
122.8 (CTAF) Remain
within 10 NM

CATEGORY	A	B	C	D	FAF to MAP 7.7 NM
CIRCLING	1280-1	612 (700-1)		NA	Knots 60 90 120 150 180 Min:Sec 7:42 5:08 3:51 3:05 2:34

NDB IFA 368	APP CRS 330°	Rwy Idg 4001 TDZE 1137 Apt Elev 1137
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NDB RWY 31

IOWA FALLS MUNI (IFA)

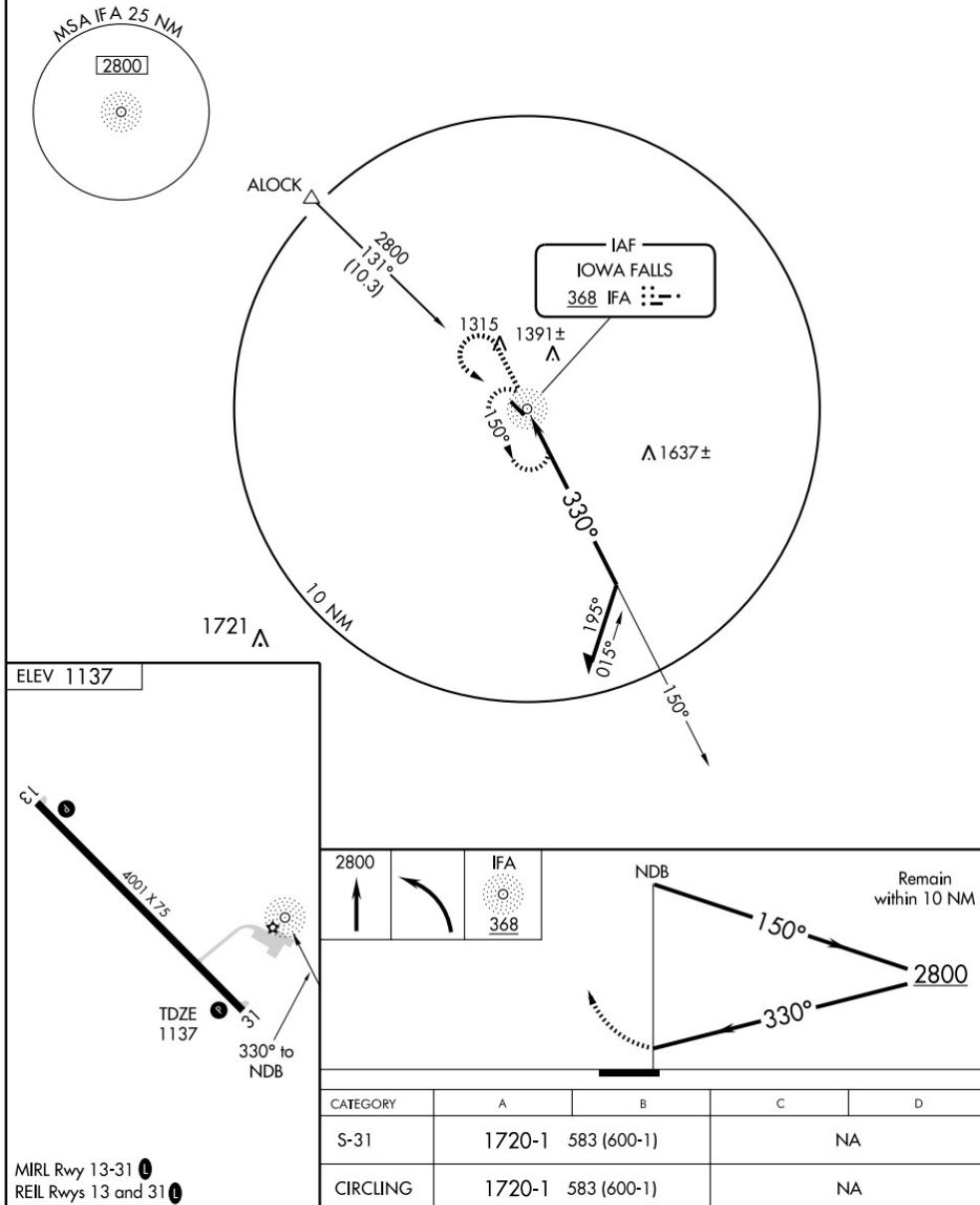
VNA When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 then left turn direct IFA NDB and hold.

AWOS
120.425

WATERLOO APP CON ★
118.9

UNICOM
122.8 (CTAF) 0



APP CRS 312°	Rwy Idg TDZE Apt Elev	4001 1137 1137
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RNAV (GPS) RWY 31

IOWA FALLS MUNI (IFA)

T DME/DME RNP- 0.3 NA.

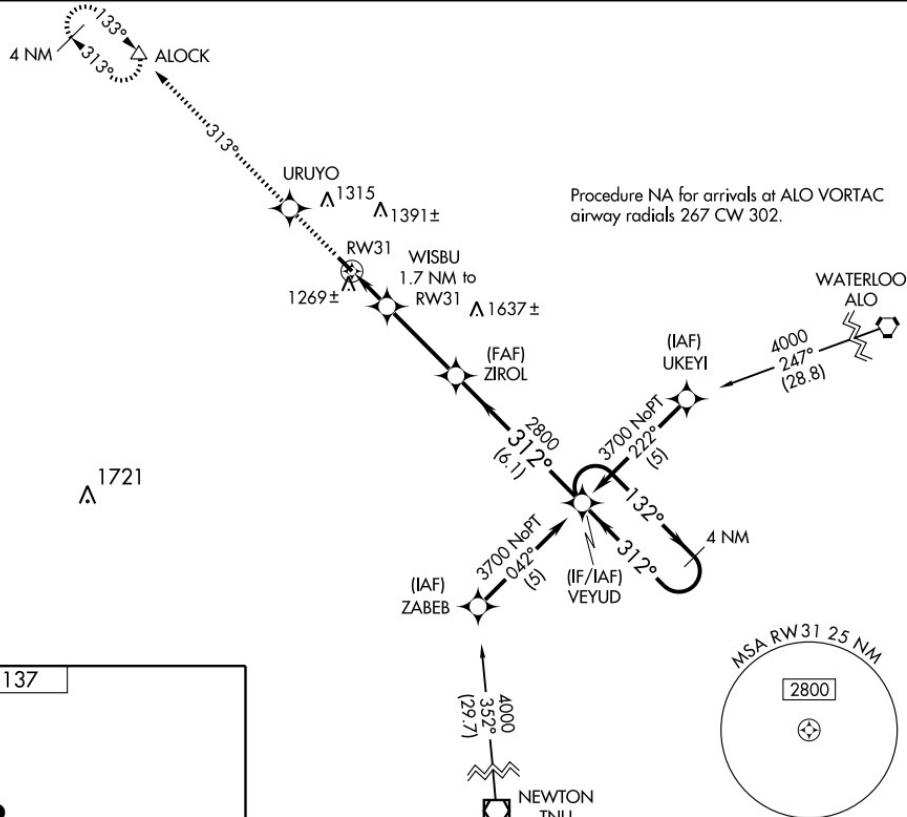
A When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.
VDP NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 4000 direct URUYO and via 313° track to ALOCK and hold, continue climb-in-hold to 4000.

AWOS
120.425

WATERLOO APP CON ★
118.9

UNICOM
122.8 (CTAF)



FIFV 1137

URUYO

313° track

ALOCK

VEYUD

4 NM Holding Pattern

WISBU
1.7 NM to
RW31

1.1 NM to
RW31

3.04°
TCH 40

ZIROL

132° → 3700

312° ← 312°

1720

2800

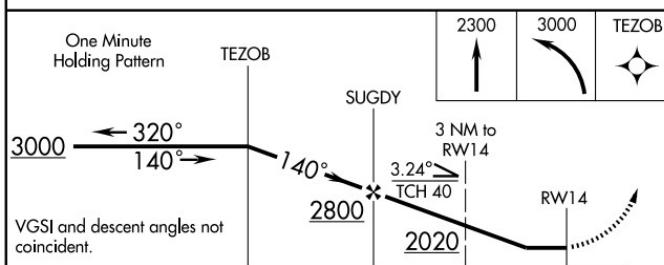
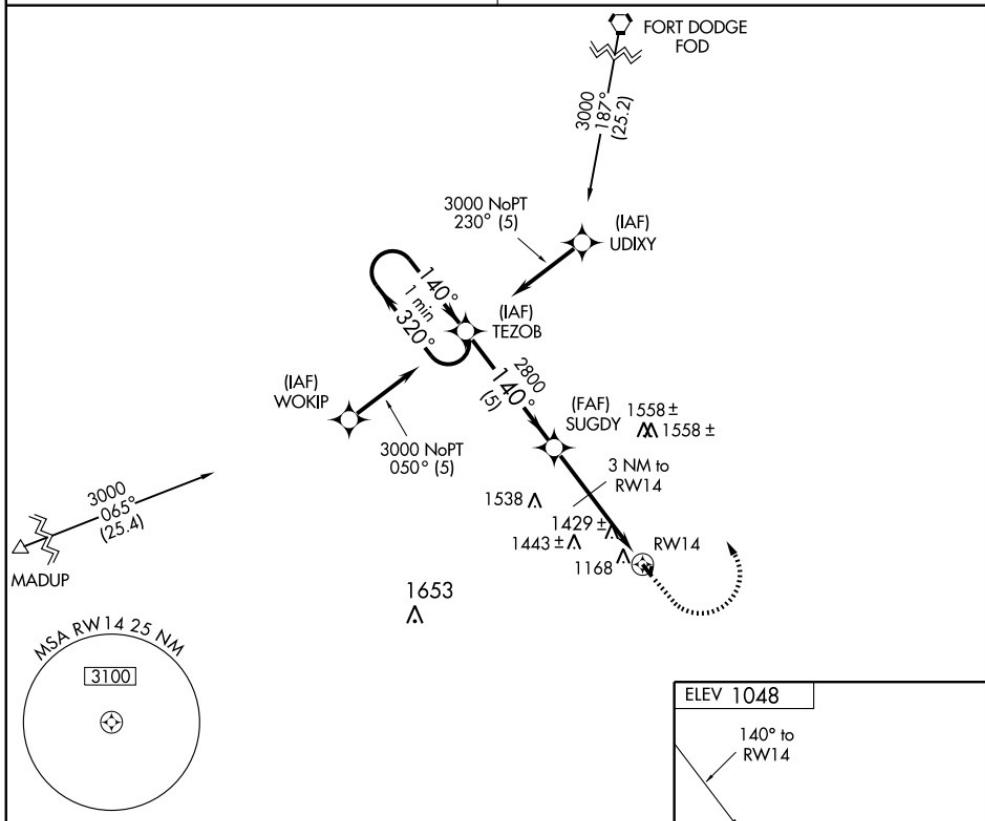
VGSi and descent angles not coincident.

1.1 NM 0.6 NM 3.3 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1520-1	383 (400-1)	NA	
CIRCLING	1600-1	463 (500-1)	NA	

APP CRS	Rwy Idg	3198
140°	TDZE	1042
Apt Elev		1048

V NA	Use Arthur N. Neu altimeter setting.	MISSIED APPROACH: Climb to 2300, then climbing left turn to 3000 direct TEZOB WP and hold.
MINNEAPOLIS CENTER 134.0 288.3		UNICOM 122.8 (CTAF)



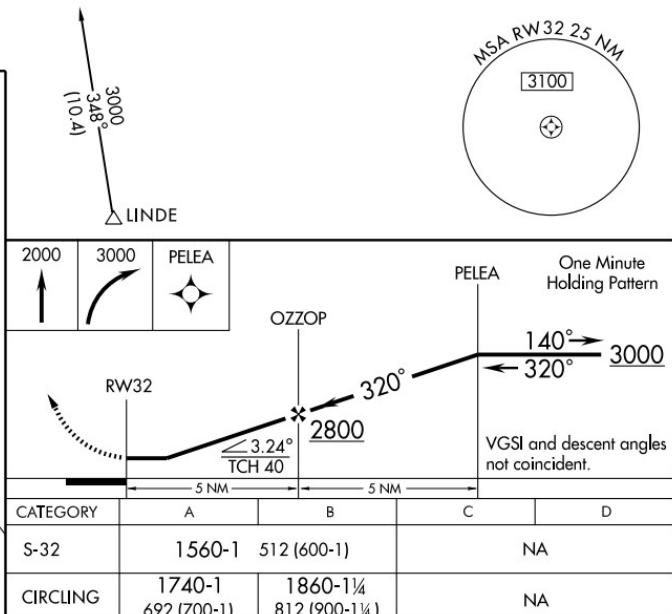
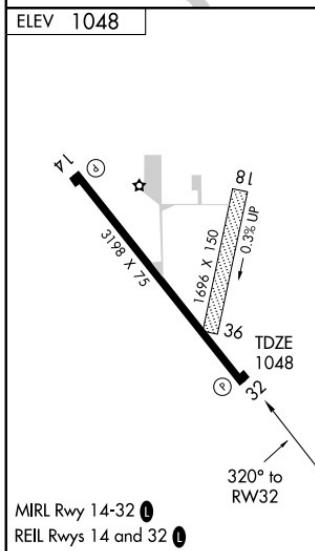
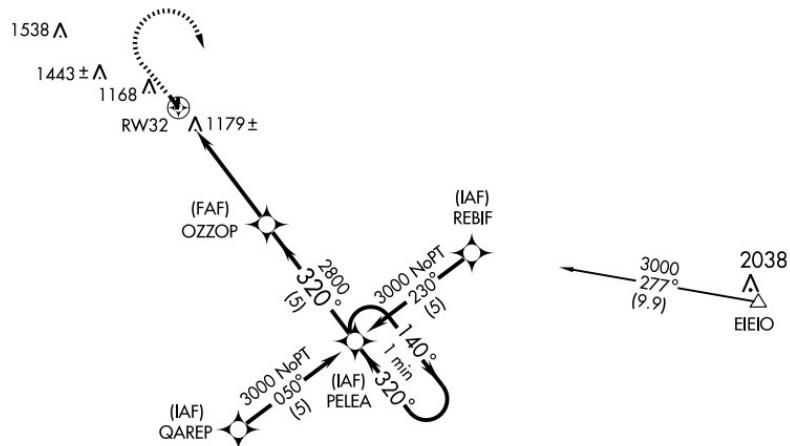
CATEGORY	A	B	C	D
S-14	1800-1 758 (800-1)	1800-1½ 758 (800-1½)		NA
CIRCLING	1800-1 752 (800-1)	1860-1½ 812 (900-1½)		NA

MIRL Rwy 14-32
REIL Rwy 14 and 32

APP CRS 320°	Rwy Idg 3198
TDZE	1048
Apt Elev	1048

V NA	Use Arthur N. Neu altimeter setting.	MISSED APPROACH: Climb to 2000, the climbing right turn to 3000 direct PELEA WP and hold.
MINNEAPOLIS CENTER 134.0 288.3		UNICOM 122.8 (CTAF)

1558± A 1558±

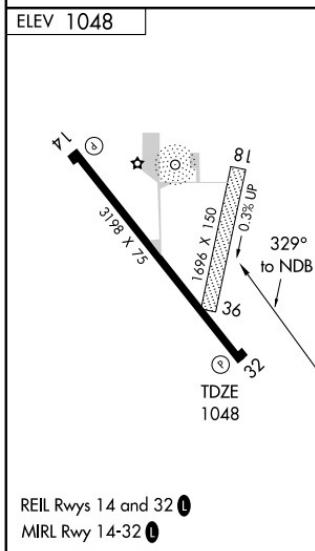
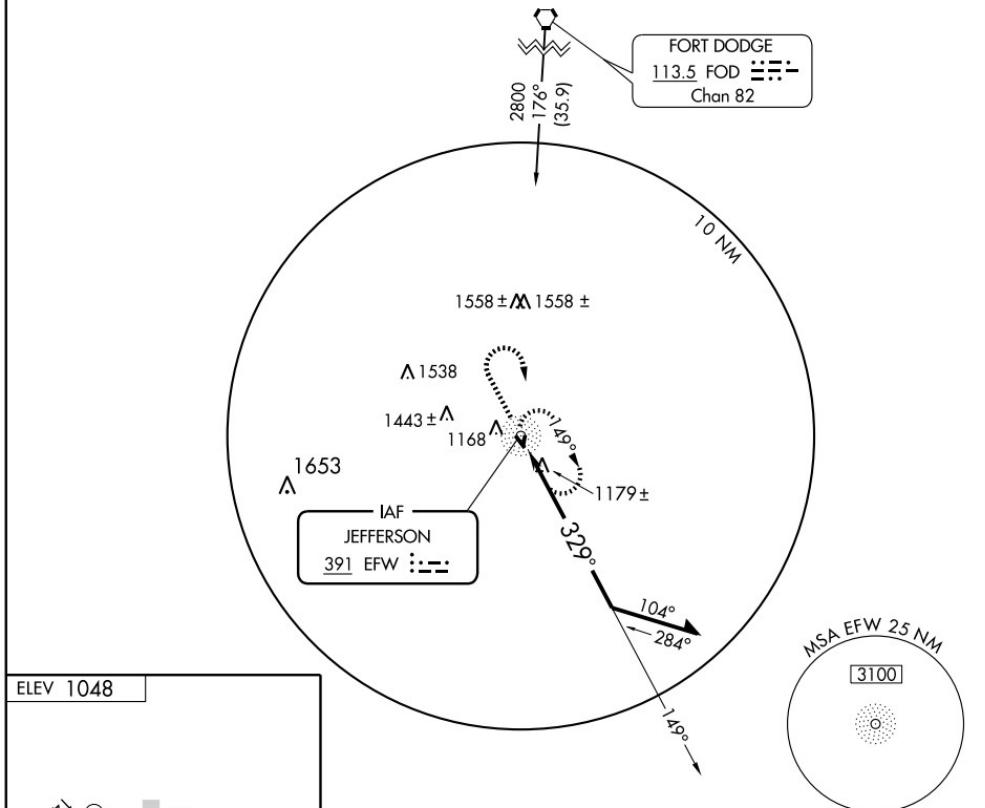


NDB RWY 32

JEFFERSON MUNI (EFW)

NDB EFW 391	APP CRS 329°	Rwy Idg 3198 TDZE 1048 Apt Elev 1048
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V NA	Use Arthur N. Neu altimeter setting.	MISSED APPROACH: Climb to 2700 then right turn direct EFW NDB and hold.
MINNEAPOLIS CENTER 134.0 288.3		UNICOM 122.8 (CTAF) 0



NDB EOK 366	APP CRS 128°	Rwy Idg 3576 671 Apt Elev 671
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NDB RWY 14

KEOKUK MUNI (EOK)

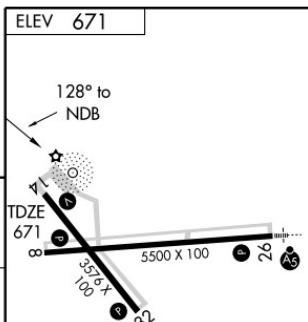
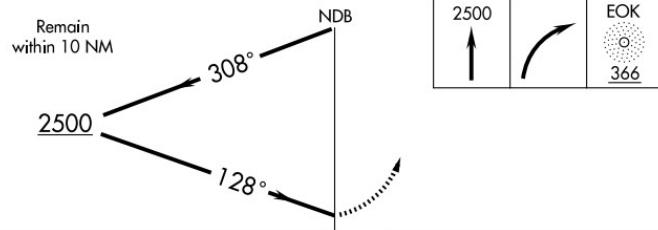
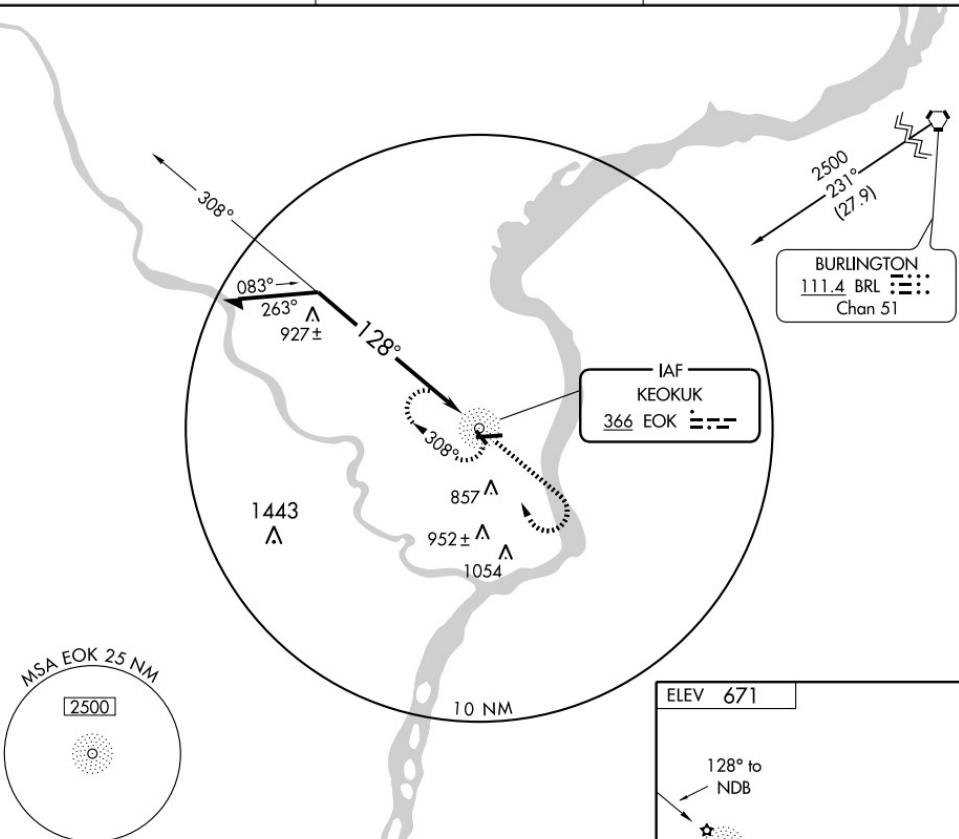
▼ If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

MISSIED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3
118.375

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-14	1280-1	609 (700-1)	1280-1 $\frac{3}{4}$ 609 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1280-1	609 (700-1)	1280-1 $\frac{3}{4}$ 609 (700-1 $\frac{3}{4}$)	NA

REIL Rwy 8, 14 and 32 0
MIRL Rwy 8-26 and 14-32 0

KEOKUK, IOWA

AL-970 (FAA)

NDB RWY 26

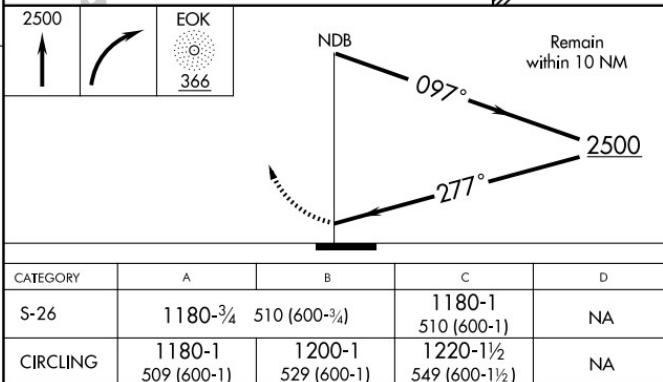
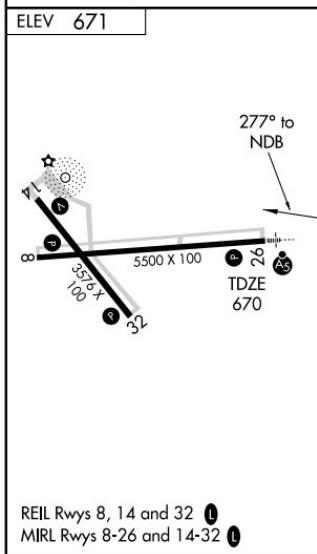
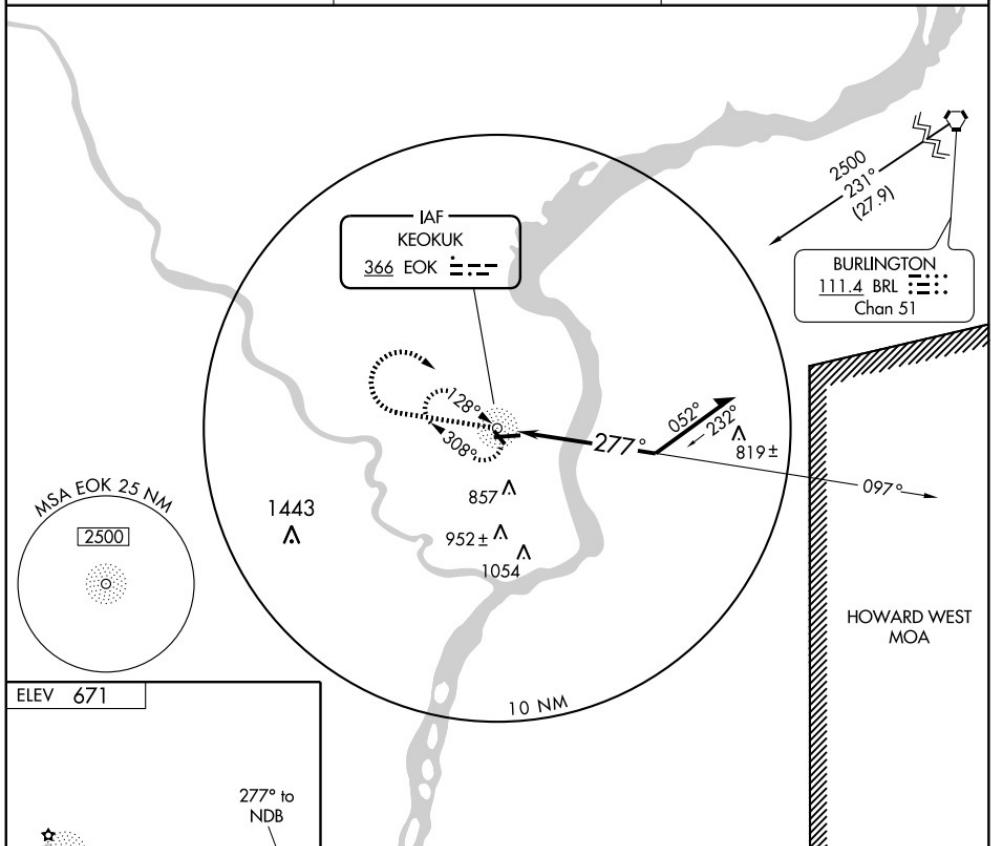
KEOKUK MUNI (EOK)

NDB EOK 366	APP CRS 277°	Rwy Idg 5500 TDZE 670 Apt Elev 671
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T If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.
A



MISSSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3
118.375KANSAS CITY CENTER
135.525 319.9UNICOM
122.8 (CTAF) 0

WAAS CH 97304 W08A	APP CRS 084°	Rwy Idg TDZE Apt Elev	5500 671 671
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**RNAV (GPS) RWY 8
KEOKUK MUNI (EOK)**

T DME/DME RNP -0.3 NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use BurlingtonRgnl altimeter setting and increase all DAS/MDAS 60 feet.
VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.

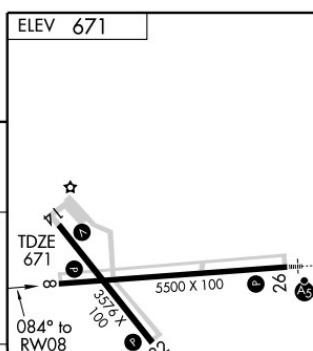
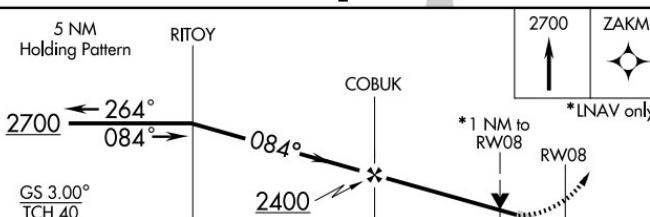
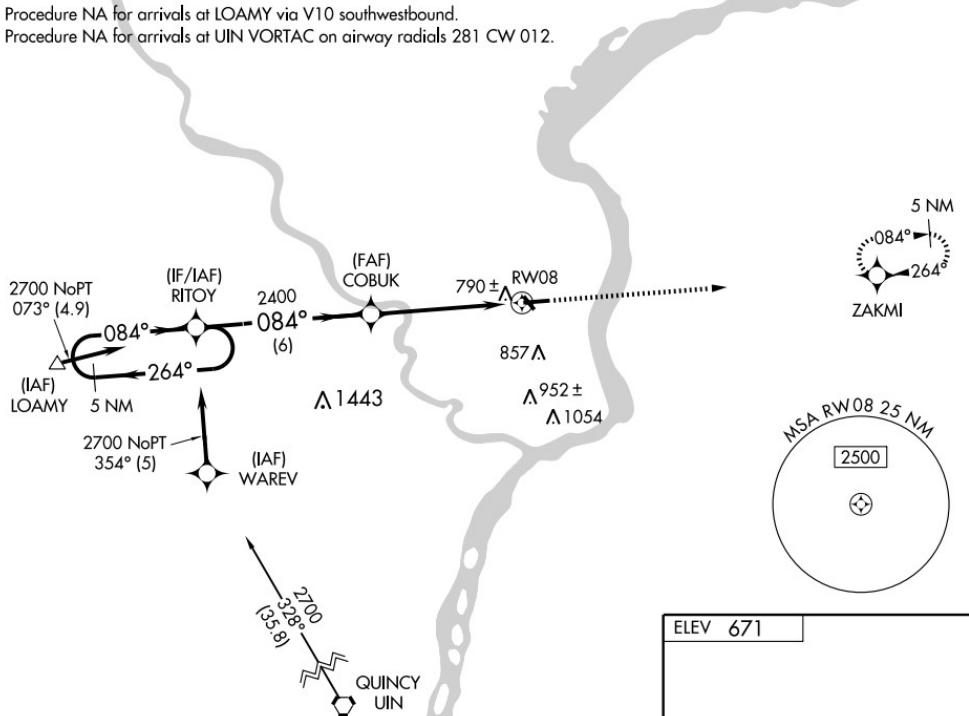
MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

AWOS-3
118.375

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals at LOAMY via V10 southwestbound.
Procedure NA for arrivals at UIN VORTAC on airway radials 281 CW 012.



CATEGORY	6 NM		4.2 NM		1 NM	
	A	B	C	D	E	F
LPV DA		921-1	250 (300-1)			NA
LNAV/ VNAV DA		1059-1½	388 (400-1½)			NA
LNAV MDA		1040-1	369 (400-1)			NA
CIRCLING	1100-1½ 429 (500-1½)	1140-1½ 469 (500-1½)	1220-1½ 549 (600-1½)			NA

REIL Rwy 8,14 and 32 L
MIRL Rwy 8-26 and 14-32 L

RNAV (GPS) RWY 14 KEOKUK MUNI (EOK)

WAAS	APP CRS	Rwy Idg	3576
CH 90104		TDZE	671
W14A		Apt Elev	671

T DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
 If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
 Baro-VNAV NA when using Burlington Rgnl altimeter setting.

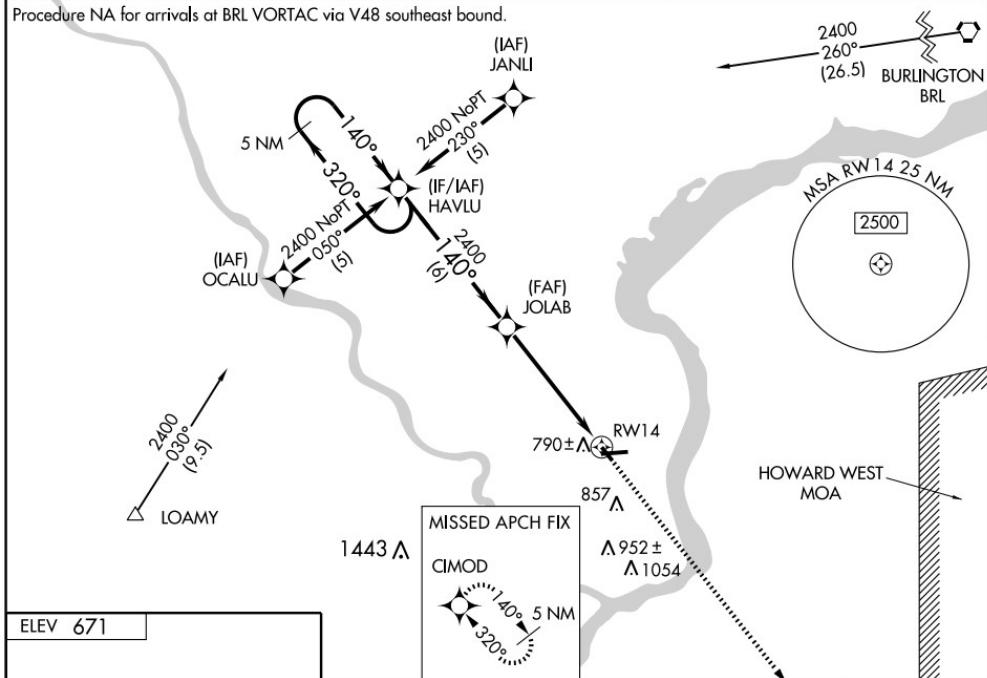
MISSIED APPROACH: Climb to 2700 direct CI/MOD and hold.

AWOS-3
118.375

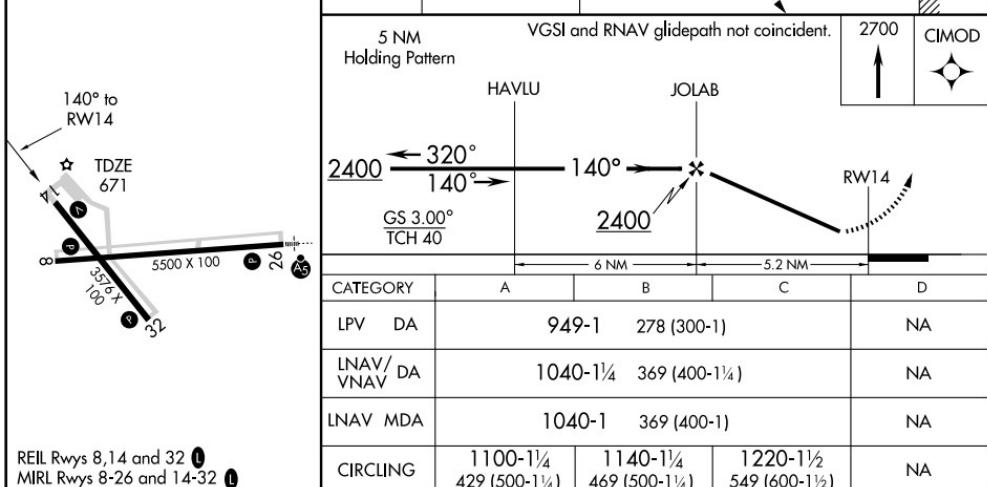
KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at BRL VORTAC via V48 southeast bound.



ELEV 671



REIL Rwy 8,14 and 32
MIRL Rwy 8-26 and 14-32

RNAV (GPS) RWY 32

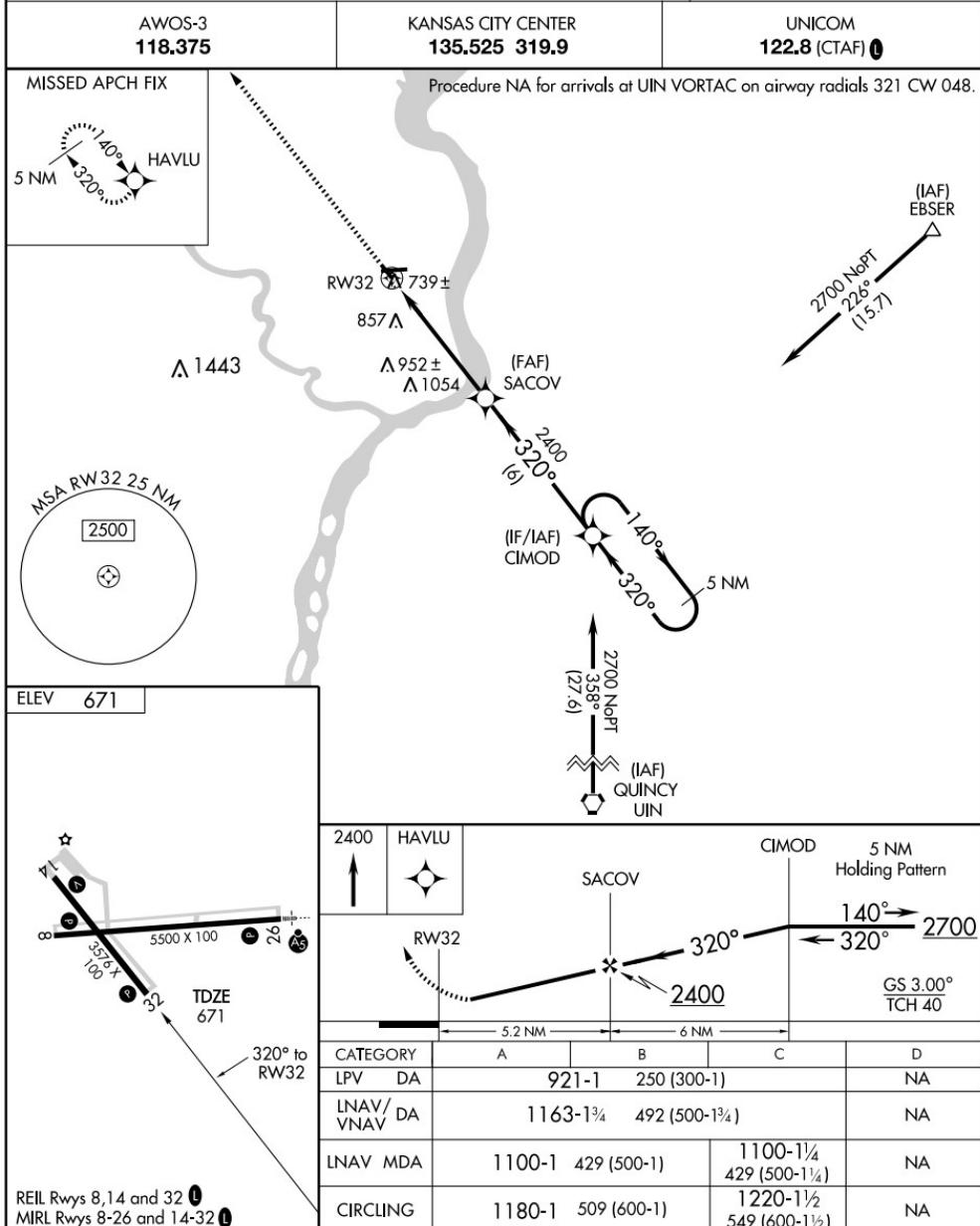
KEOKUK MUNI (EOK)

WAAS CH 40005 W32A	APP CRS 320°	Rwy Idg TDZE Apt Elev	3576 671 671
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V DME/DME RNP -0.3 NA. Visibility reductions by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).

A When local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet, and increase LNAV/VNAV visibility 1/4 mile all Cats. Baro-VNAV NA when using Burlington Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct HAVLU and hold.



KNOXVILLE, IOWA

AL-5741 (FAA)

APP CRS 154°	Rwy Idg 4000 TDZE 928 Apt Elev 928
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GPS RWY 15

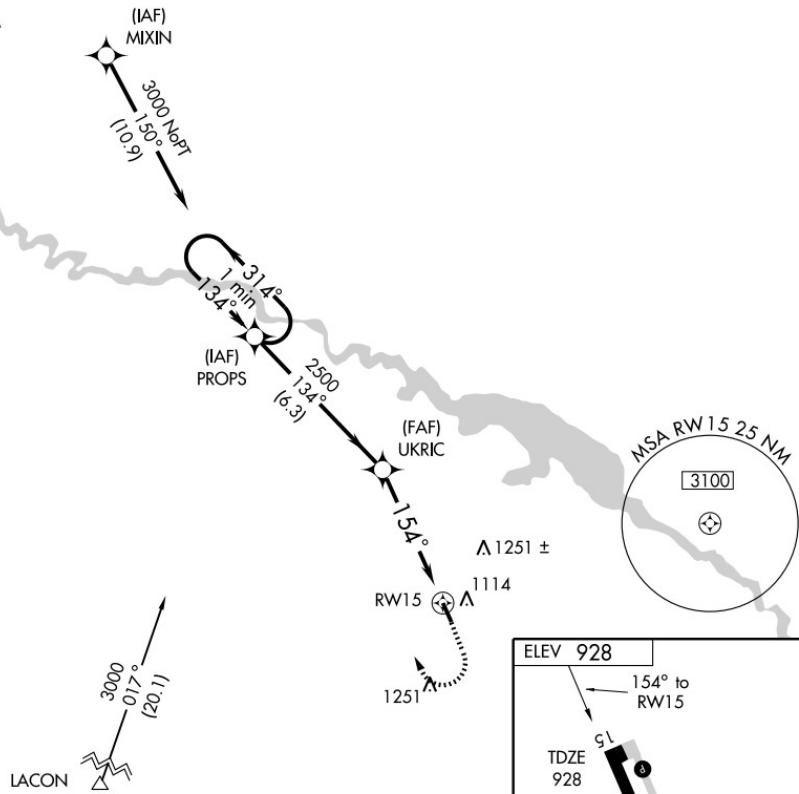
KNOXVILLE MUNI (OXV)

▲ NA

MISSSED APPROACH: Climb to 2600, then climbing right turn to 3000 direct PROPS WP and hold.

AWOS-3
119.775DES MOINES APP CON
123.9 307.15UNICOM
122.8 (CTAF) 0

2004 ▲



NC-3, 17 DEC 2009 to 14 JAN 2010

KNOXVILLE, IOWA

AL-5741 (FAA)

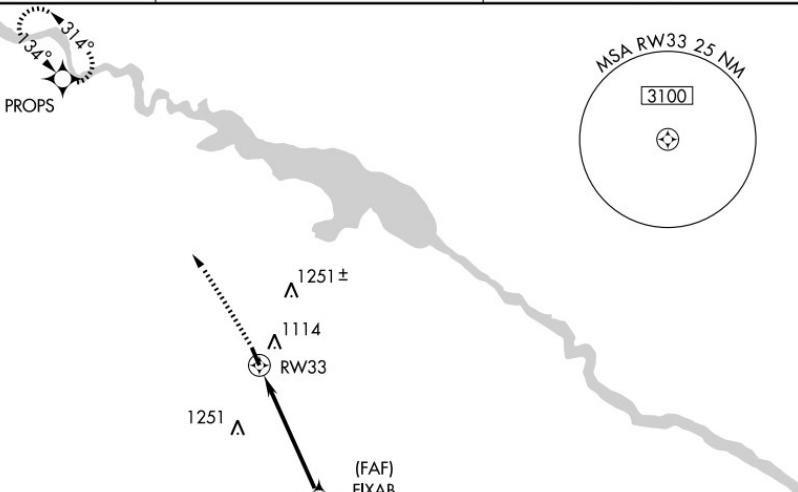
GPS RWY 33

KNOXVILLE MUNI (OXV)

APP CRS 334°	Rwy Idg 4000
TDZE	928
Apt Elev	928

▲ NA

MISSSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct PROPS WP and hold.

AWOS-3
119.775DES MOINES APP CON
123.9 307.15UNICOM
122.8 (CTAF) L

ELEV 928

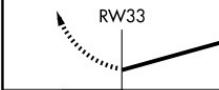
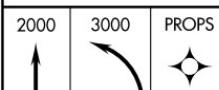
MIRL Rwy 15-33 L

REIL Rwy 15 and 33 L

334° to RW33

TDZE

928



CATEGORY	A	B	C	D
S-33	1400-1	472 (500-1)	NA	NA
CIRCLING	1480-1	552 (600-1)	NA	NA

RNAV (GPS) RWY 18

LAMONI MUNI (LWD)

APP CRS
178°Rwy Idg 2900
TDZE 1130
Apt Elev 1130

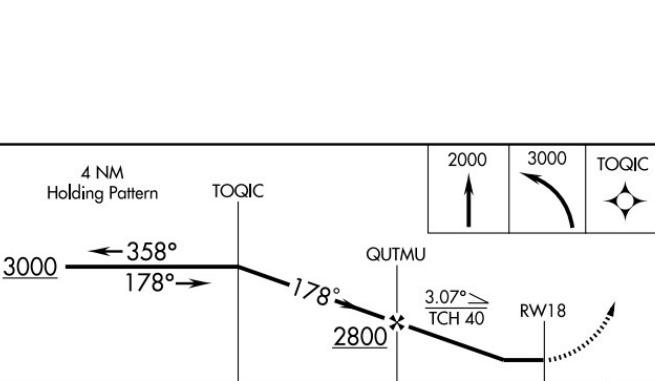
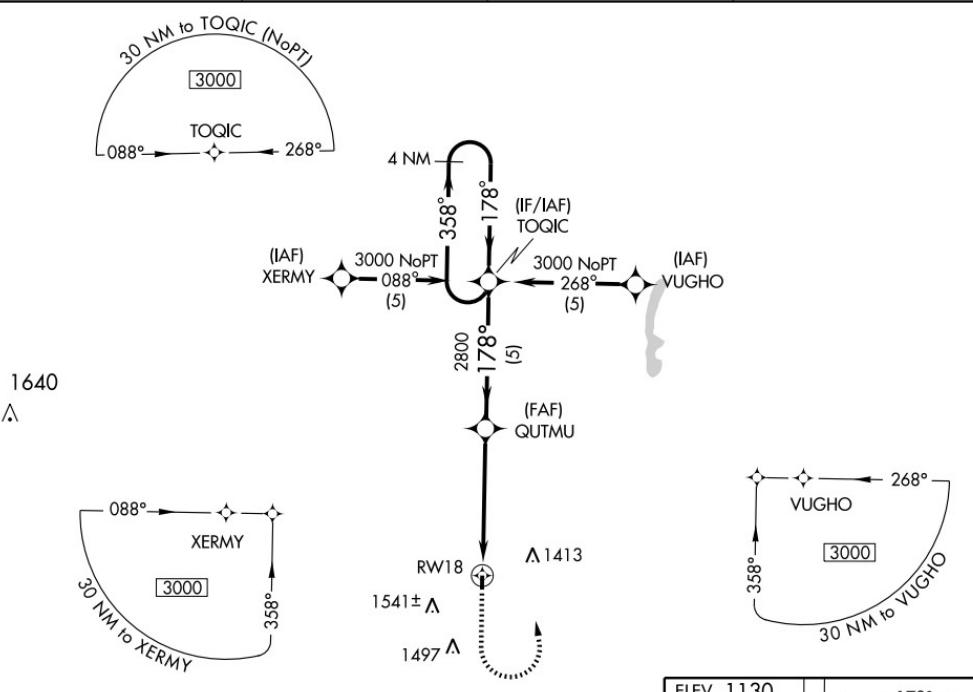
ANA

DME/DME RNP- 0.3 NA.

MISSSED APPROACH: Climb to 2000, then left climbing turn to 3000 direct TOQIC WP and hold.

ASOS
120.0MINNEAPOLIS CENTER
125.65 288.1CTAF
122.9

122.8 0



CATEGORY

A

B

C

D

LNAV MDA

1480-1 350 (400-1)

NA

CIRCLING

1600-1 470 (500-1)

NA

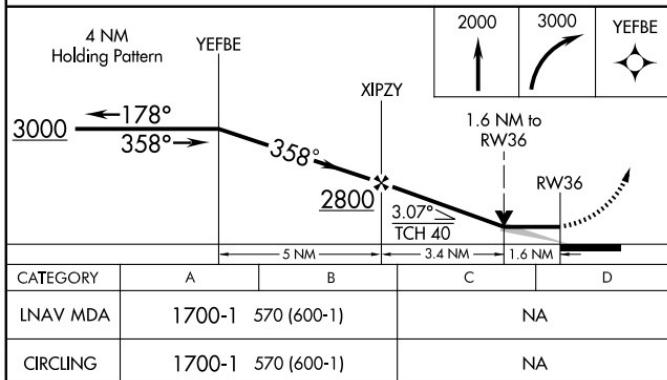
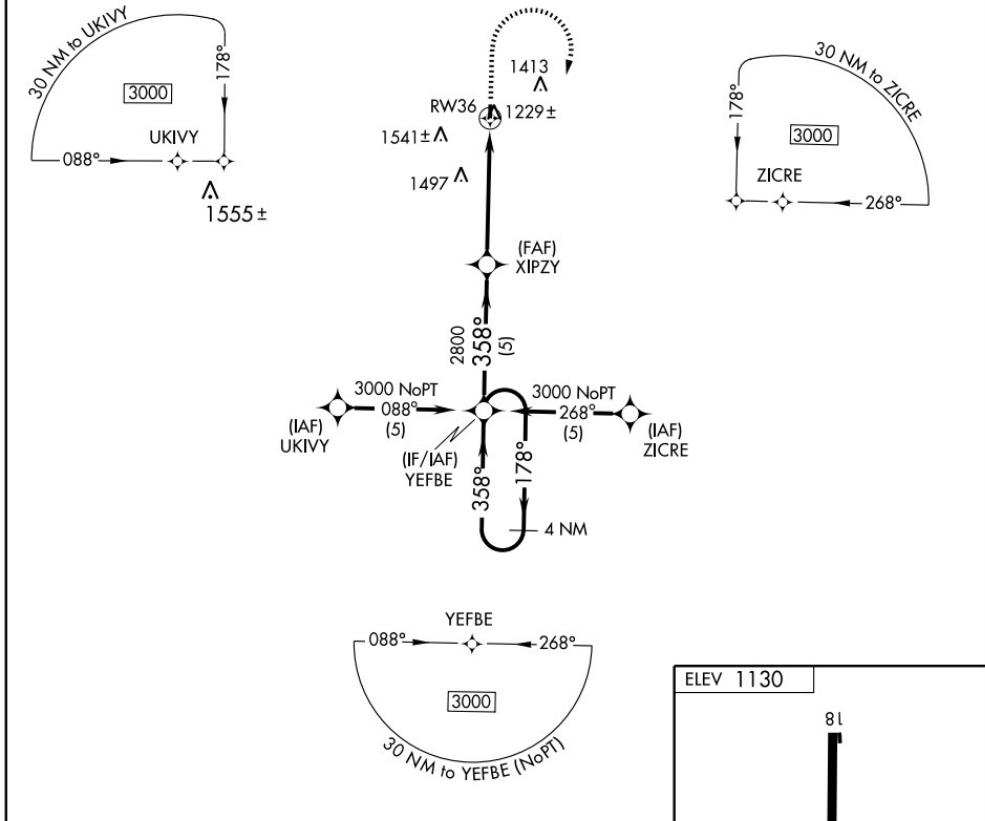
MIRL Rwy 18-36 L

RNAV (GPS) RWY 36

LAMONI MUNI (LWD)

APP CRS 358°	Rwy Idg TDZE Apt Elev	2900 1130 1130
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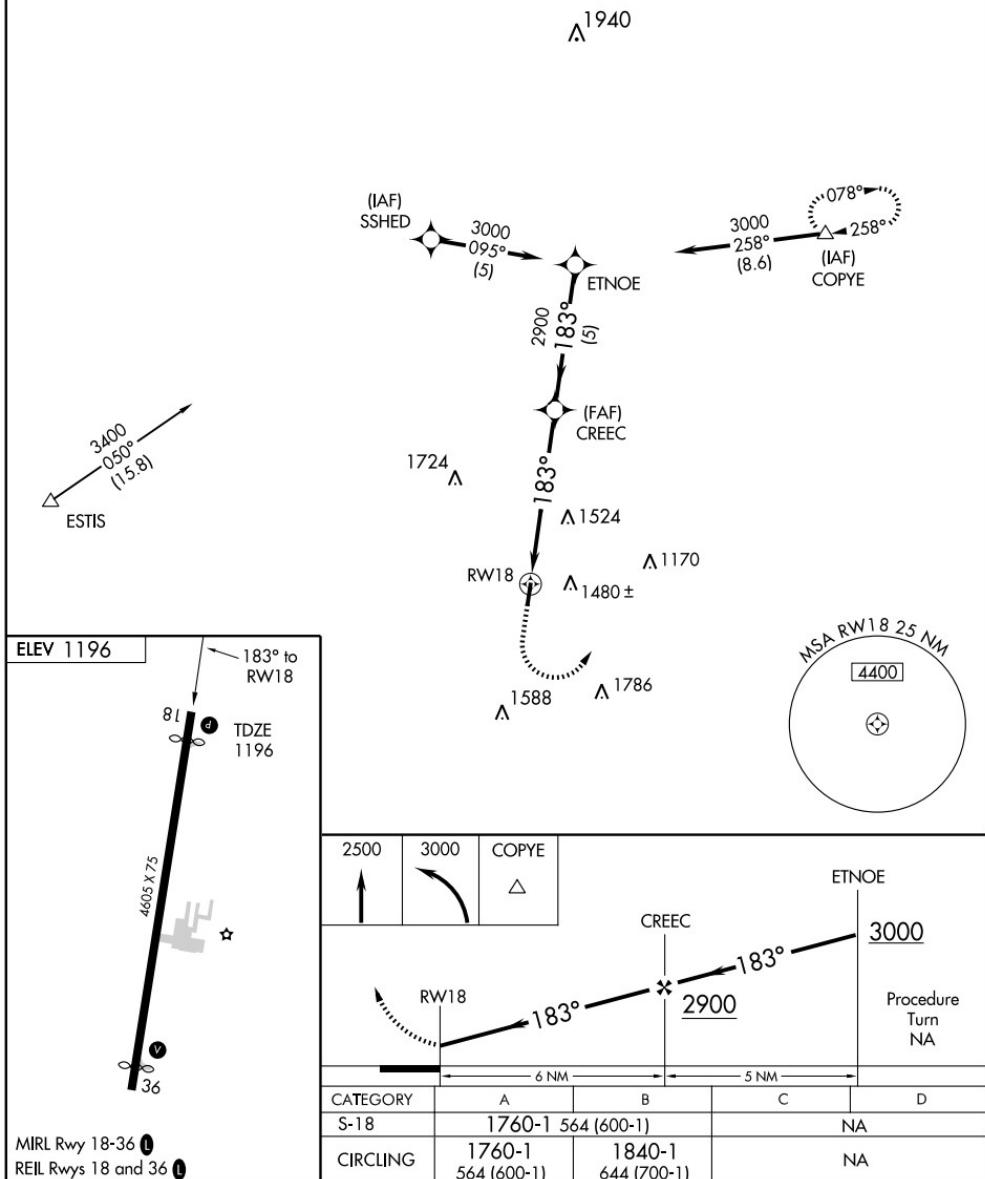
NA DME/DME RNP- 0.3 NA.	MISSIED APPROACH: Climb to 2000, then climbing right turn to 3000 direct YEFBE WP and hold.		
ASOS 120.0	MINNEAPOLIS CENTER 125.65 288.1	CTAF 122.9	122.8 0



MIRL Rwy 18-36 L

APP CRS 183°	Rwy Idg 4305
TDZE	1196
Apt Elev	1196

V ▲ NA	MISSSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct COPYE WP and hold.
AWOS-3 125.525	SIOUX CITY APP CON ★ 124.6 307.0
	UNICOM 122.8 (CTAF) 0



LE MARS, IOWA

AL-5679 (FAA)

VORTAC SUX 116.5 Chan 112	APP CRS 004°	Rwy Idg TDZE Apt Elev	4305 1196 1196
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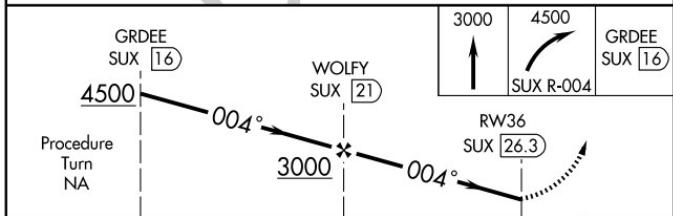
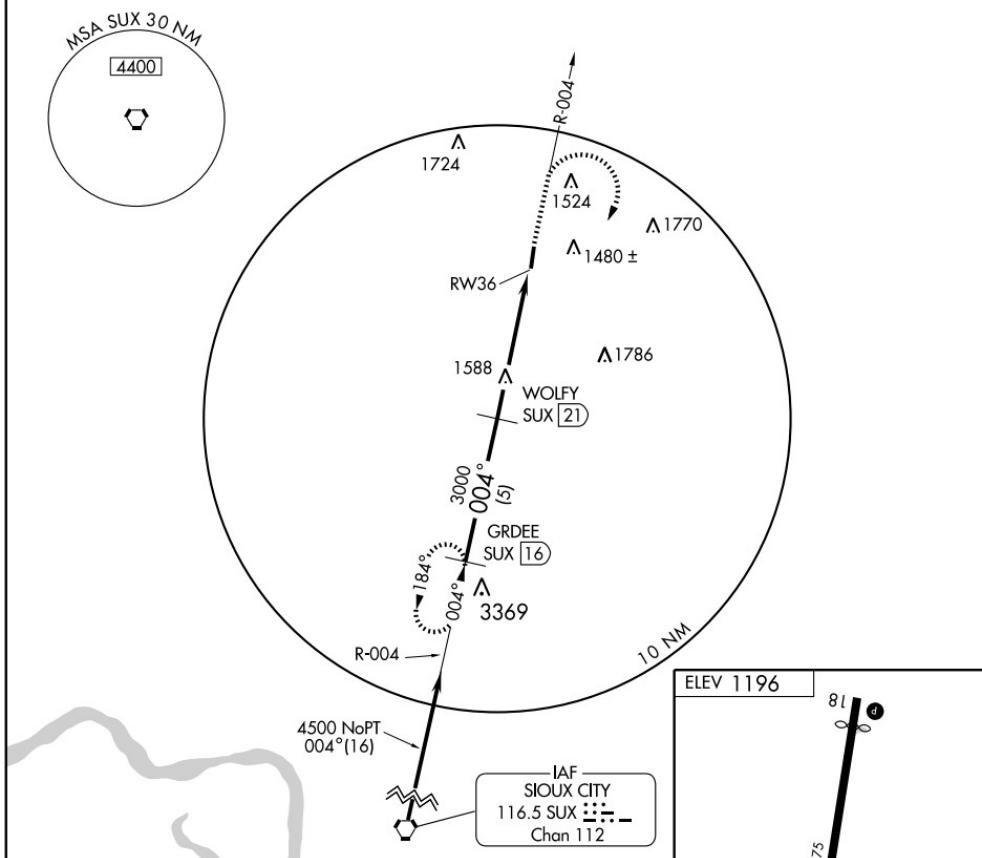
VOR/DME or GPS RWY 36 LE MARS MUNI (LRJ)

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via SUX R-004 to GRDEE and hold.

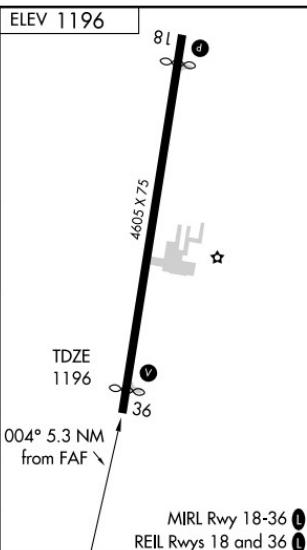
AWOS-3
125.525

SIOUX CITY APP CON ★
124.6 307.0

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-36	2000-1 804 (900-1)	2000-1½ 804 (900-1½)		NA
CIRCLING	2000-1 804 (900-1)	2000-1½ 804 (900-1½)		NA

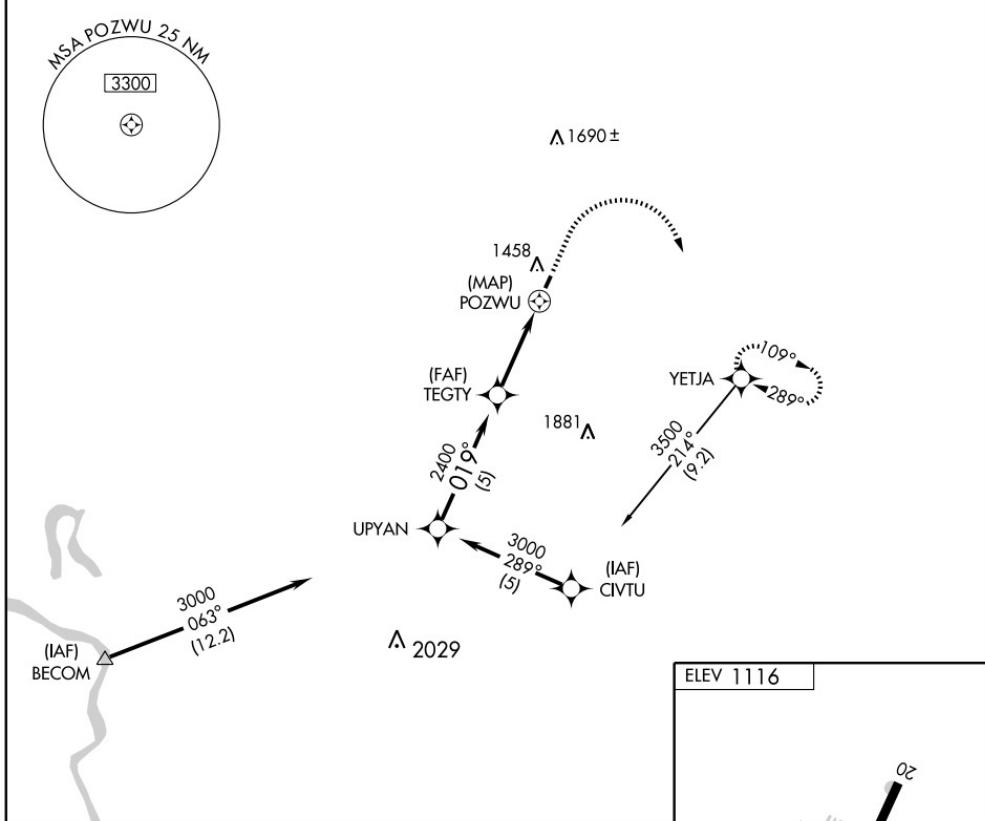


GPS RWY 2

MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

APP CRS 019°	Rwy Idg 2801 TDZE 1116 Apt Elev 1116
------------------------	---

V NA	Use Sioux City altimeter setting.	MISSED APPROACH: Climb to 1900, then climbing right turn to 3500 direct YETJA WP and hold.
SIOUX CITY APP CON ★ 124.6 307		UNICOM 122.8 (CTAF) 0



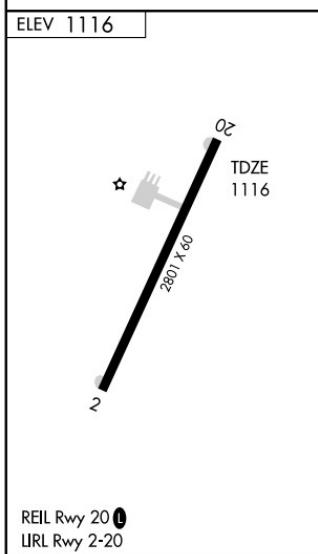
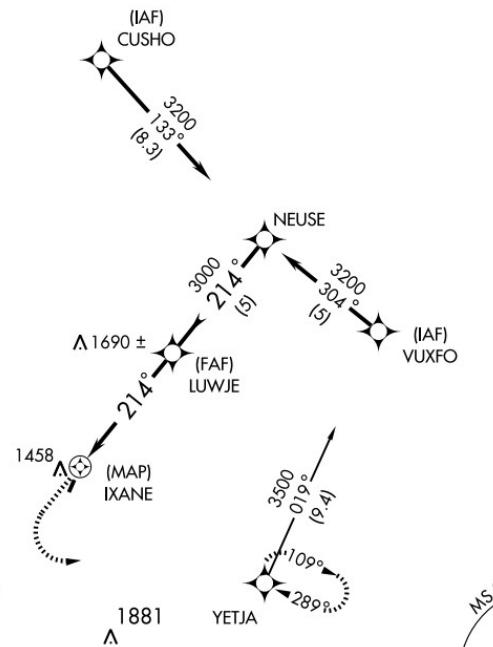
CATEGORY	A	B	C	D
S-2	1760-1	644 (700-1)		NA
CIRCLING	1860-1 744 (800-1)	1860-1½ 744 (800-1½)		NA

GPS RWY 20

MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

APP CRS 214°	Rwy Idg 2801 TDZE 1116 Apt Elev 1116
------------------------	---

T Use Sioux City altimeter setting.	MISSED APPROACH: Climb to 1900 then climbing left turn to 3500 direct YETJA WP and hold.
SIOUX CITY APP CON ★ 124.6 307	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-20	1760-1	644 (700-1)		NA
CIRCLING	1860-1 744 (800-1)	1860-1¼ 744 (800-1¼)		NA

MAPLETON, IOWA

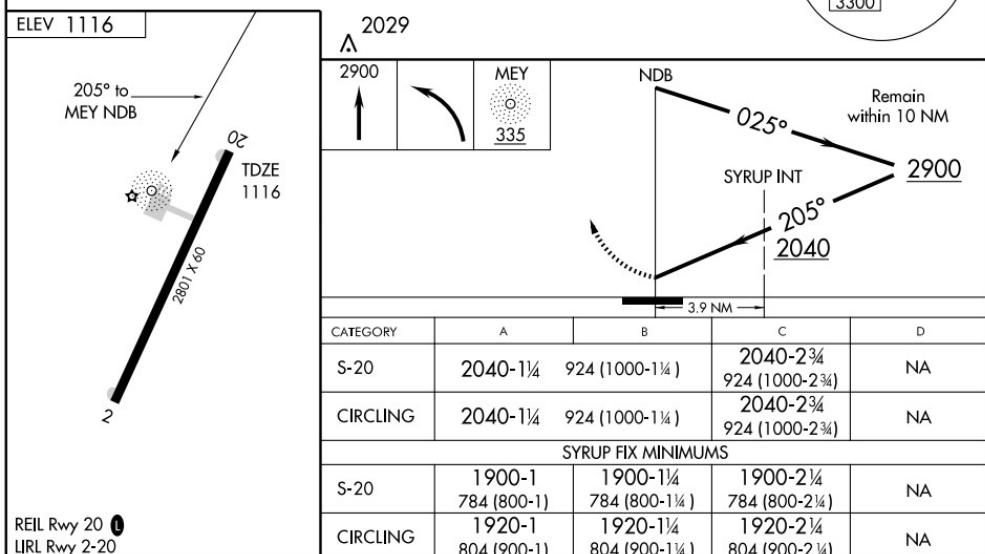
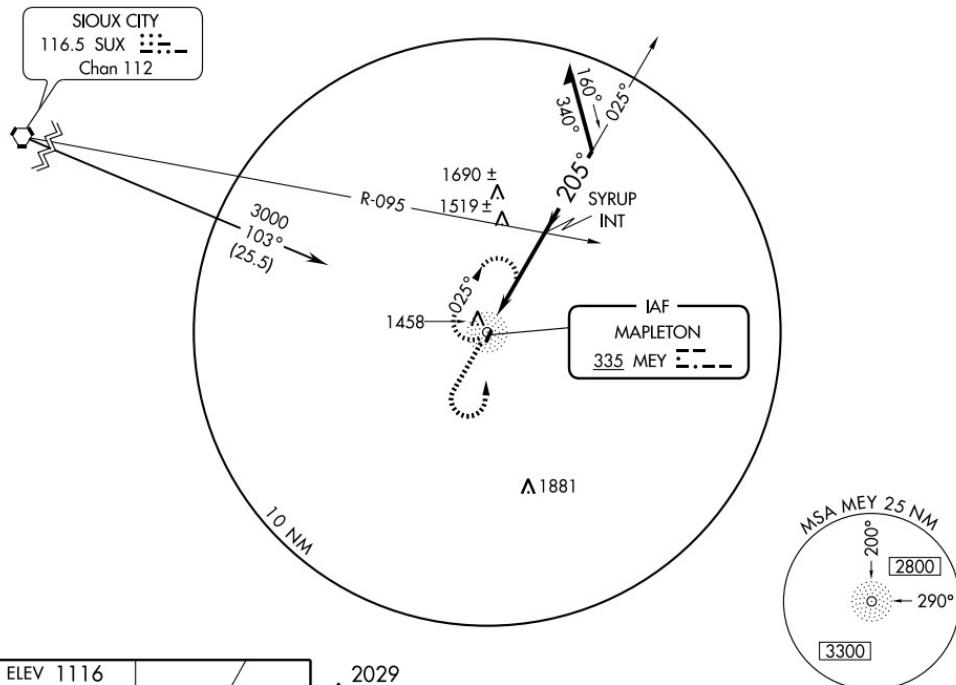
AL-6069 (FAA)

NDB RWY 20

MAPLETON/JAMES G. WHITING MEMORIAL FIELD (MEY)

NDB MEY 335	APP CRS 205°	Rwy Idg 2801 TDZE 1116 Apt Elev 1116
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▼ Use Sioux City altimeter setting. ▲ NA	MISSED APPROACH: Climb to 2900 then left turn direct MEY NDB and hold.
SIOUX CITY APP CON★ 124.6 307	UNICOM 122.8 (CTAF) 0

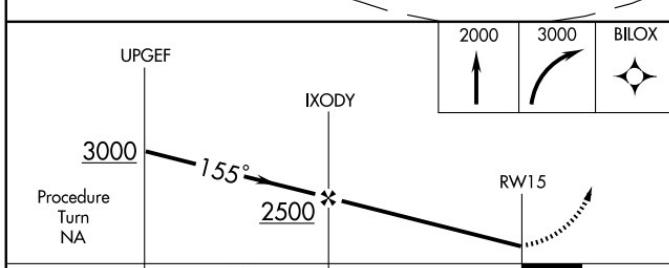
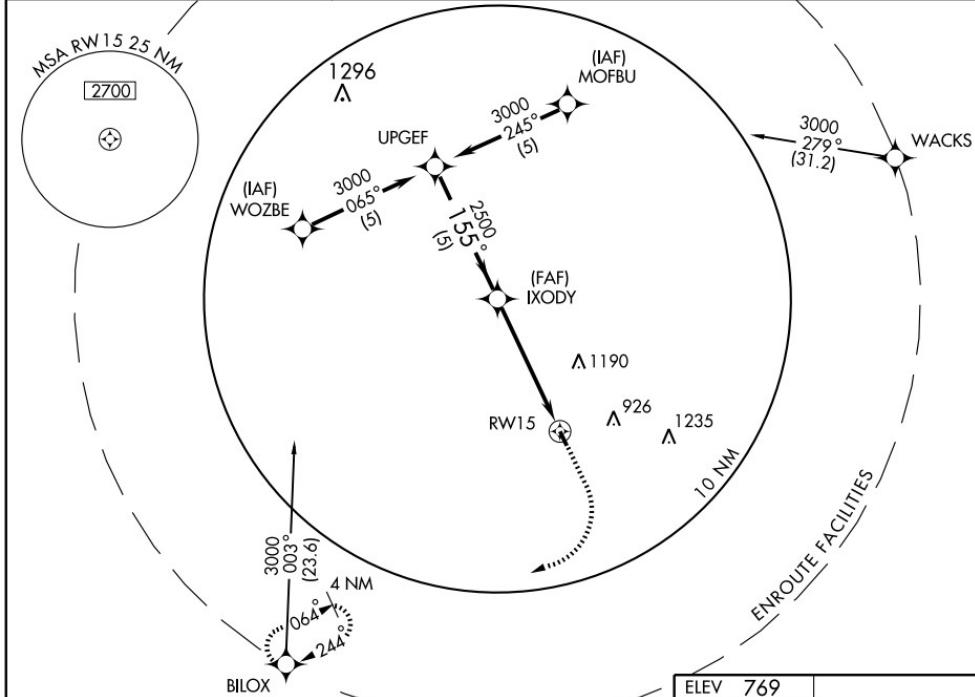


GPS RWY 15

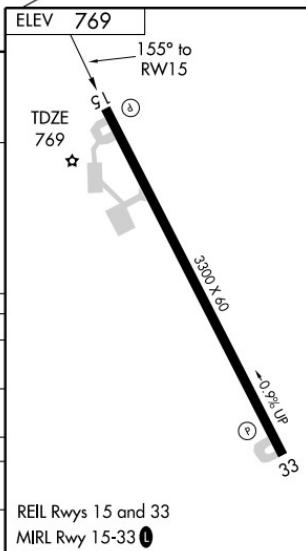
MAQUOKETA MUNI (OQW)

APP CRS
155°
Rwy Idg 3300
TDZE 769
Apt Elev 769

VNA Obtain local altimeter setting on CTA; when not received, use Dubuque altimeter setting.
MISSSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BILOX WP and hold.

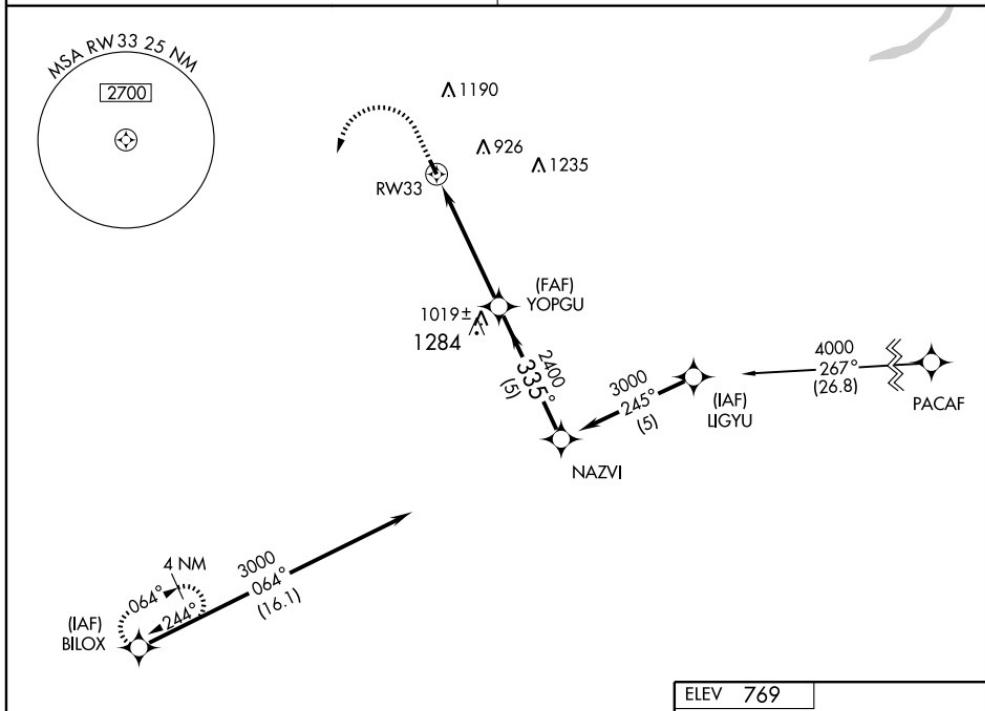
CHICAGO CENTER
133.95 281.4UNICOM
122.8 (CTAF) 0*

CATEGORY	A	B	C	D
S-15	1280-1 511 (600-1)		NA	
CIRCLING	1280-1 511 (600-1)		NA	
DUBUQUE ALTIMETER SETTING MINIMUMS				
S-15	1380-1 611 (700-1)		NA	
CIRCLING	1380-1 611 (700-1)		NA	

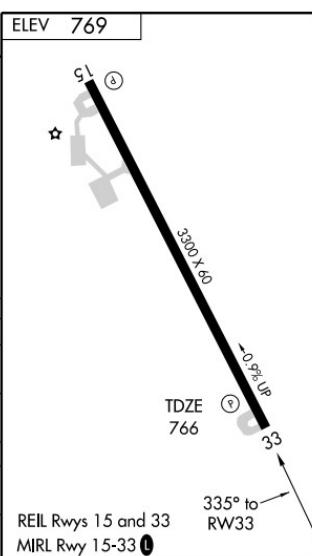


APP CRS 335°	Rwy Idg 3300 TDZE 766 Apt Elev 769
------------------------	---

VNA Obtain local altimeter setting on CTAF; When not received, use Dubuque altimeter setting.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct BILOX WP and hold.
CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) 0*



2000	3000	BILOX		
↑	↗	◆		
2000	3000	BILOX		
YOPGU				
RW33	2400	3000		
5 NM	5 NM	Procedure Turn NA		
CATEGORY	A	B	C	D
S-33	1280-1 514 (600-1)		NA	
CIRCLING	1280-1 511 (600-1)		NA	
DUBUQUE ALTIMETER SETTING MINIMUMS				
S-33	1380-1 614 (700-1)		NA	
CIRCLING	1380-1 611 (700-1)		NA	



GPS RWY 12

MARSHALLTOWN MUNI (MIW)

APP CRS 124°	Rwy Idg TDZE Apt Elev	5006 974 974
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A NA

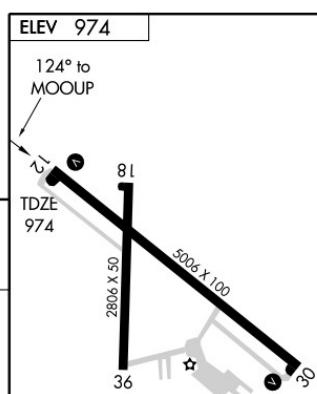
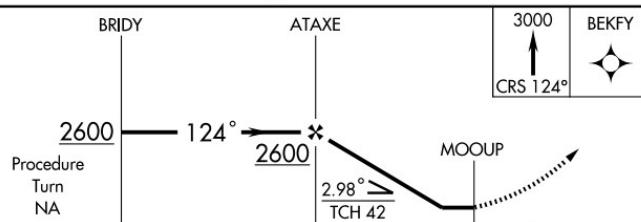
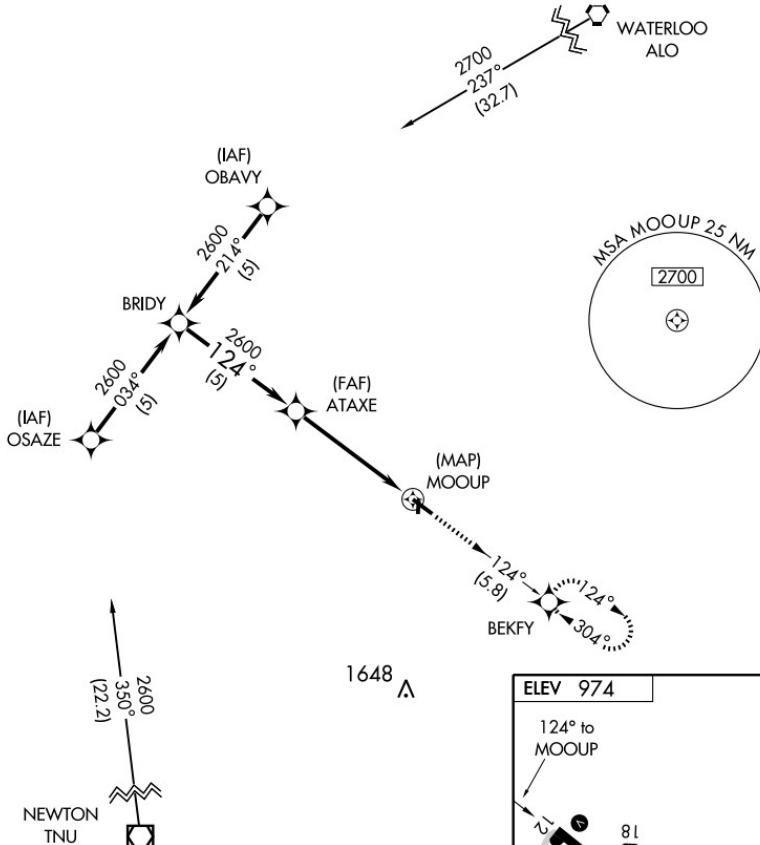
ASOS
128.325

WATERLOO APP CON ★
120.9

CLNC DEL
120.9

UNICOM
122.8 (CTAF) 0

MISSED APPROACH: Climb to 3000 via 124° course to BEKFY WP and hold.



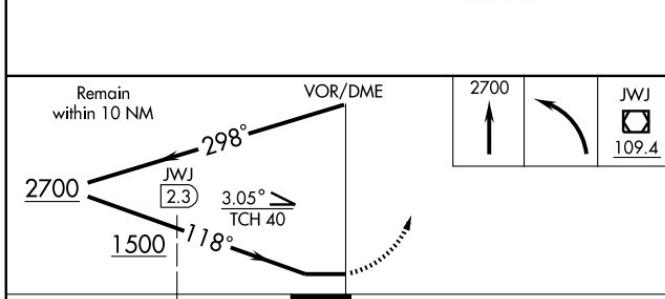
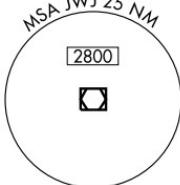
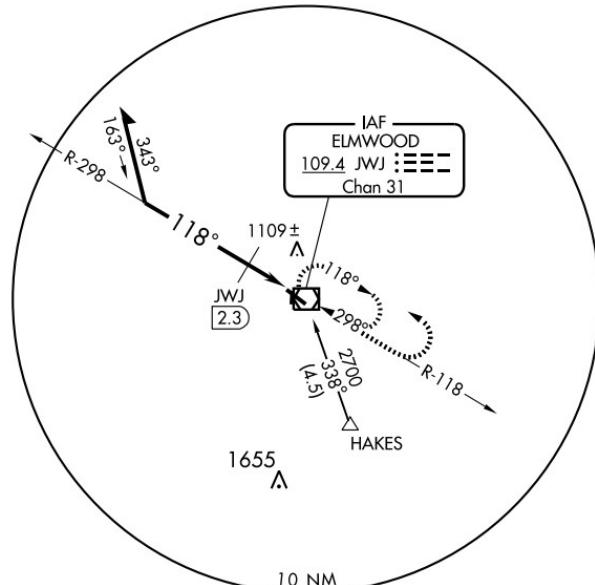
CATEGORY	5 NM		5 NM		D
	A	B	C	D	
S-12	1360-1	386 (400-1)		1360-1½ 386 (400-1½)	MIRL Rwy 18-36
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)	MIRL Rwy 12-30 REIL Rwy 12 and 30

VOR RWY 12

MARSHALLTOWN MUNI (MIW)

VOR/DME JWJ 109.4 Chan 31	APP CRS 118°	Rwy Idg TDZE Apt Elev 5006 974 974
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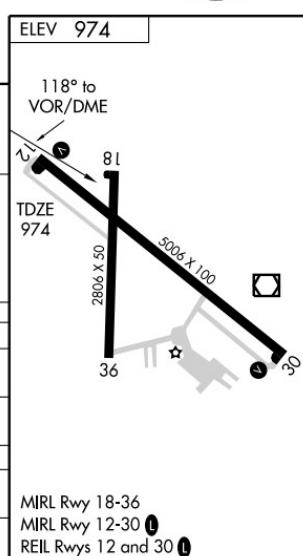
		MISSSED APPROACH: Climb to 2700, then left turn direct JWJ VOR/DME and hold.	
ASOS 128.325	WATERLOO APP CON ★ 120.9	CNC DEL 120.9	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-12	1500-1	526 (600-1)	1500-1½ 526 (600-1½)	1500-1¾ 526 (600-1¾)
CIRCLING	1500-1	526 (600-1)	1500-1½ 526 (600-1½)	1540-2 566 (600-2)

DME MINIMUMS

S-12	1360-1	386 (400-1)	1360-1½ 386 (400-1½)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)



MARSHALLTOWN, IOWA

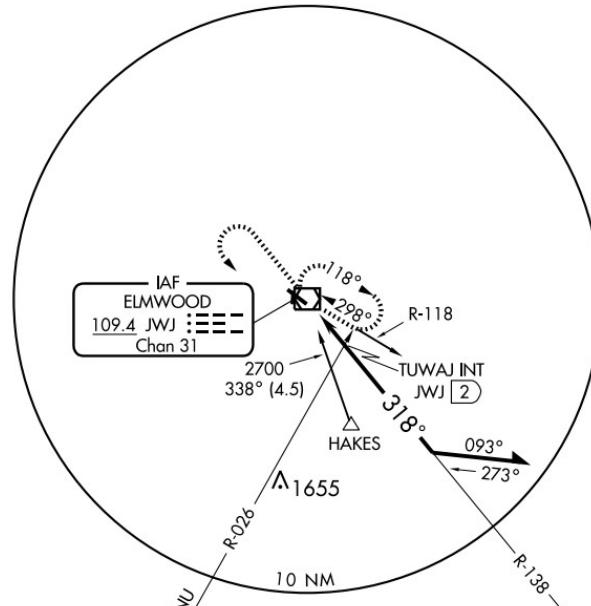
AL-5423 (FAA)

VOR RWY 30

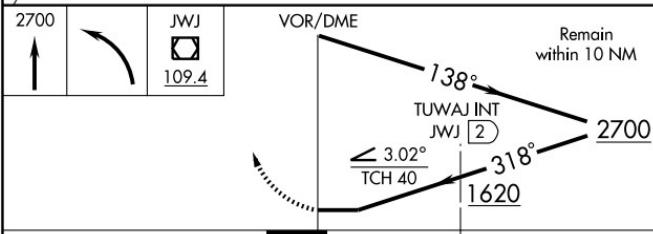
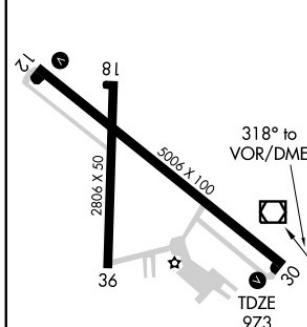
MARSHALLTOWN MUNI (MIW)

VOR/DME JWJ 109.4 Chan 31	APP CRS 318°	Rwy Idg TDZE Apt Elev 5006 973 974
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MISSSED APPROACH: Climb to 2700, then left turn direct JWJ VOR/DME and hold.

ASOS
128.325WATERLOO APP CON ★
120.9CLNC DEL
120.9UNICOM
122.8 (CTAF) ⓘ

ELEV 974



CATEGORY	A	B	C	D
S-30	1620-1	647 (700-1)	1620-1½ 647 (700-1½)	1620-2 647 (700-2)
CIRCLING	1620-1	646 (700-1)	1620-1½ 646 (700-1½)	1620-2 646 (700-2)

TUWAJ FIX MINIMUMS

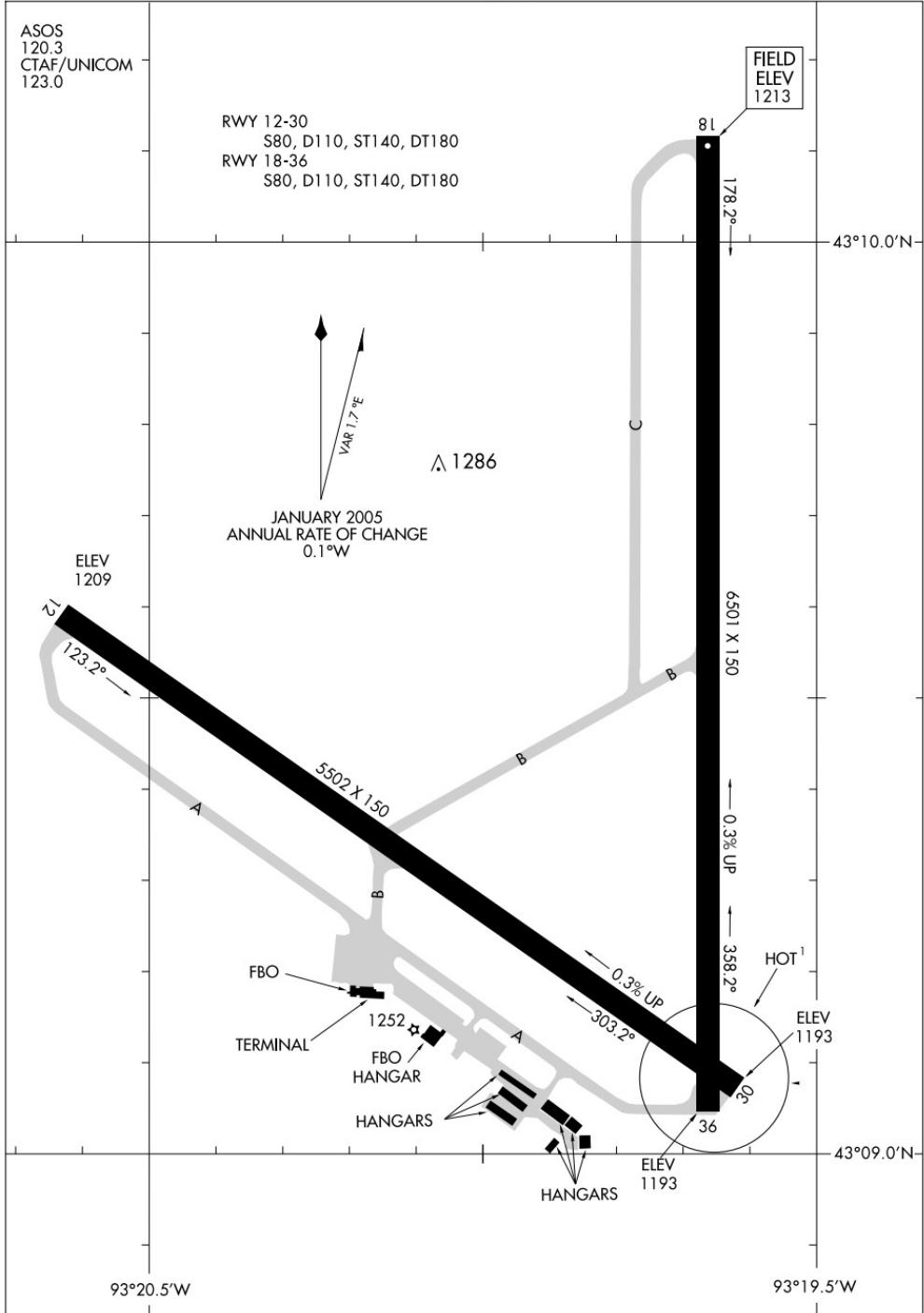
S-30	1360-1	387 (400-1)	1360-1½ 387 (400-1½)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)

MIRL Rwy 18-36
MIRL Rwy 12-30 ⓘ
REIL Rwy 12 and 30 ⓘ

9295

AIRPORT DIAGRAM

AL-667 (FAA)

MASON CITY MUNI (MCW)
MASON CITY, IOWA

LOC I-MCW	APP CRS	Rwy Idg	6501
109.5	175°	TDZE	1213
		Apt Elev	1213

DME from MCW VORTAC. Simultaneous reception of I-MCW and MCW DME required.
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.



MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

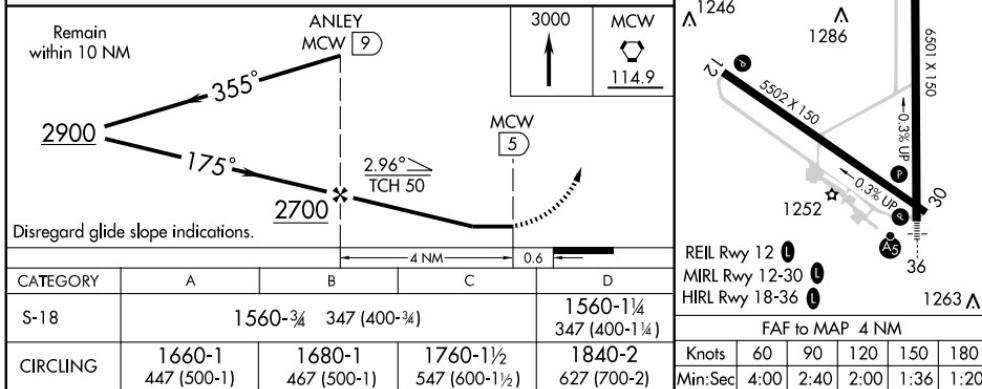
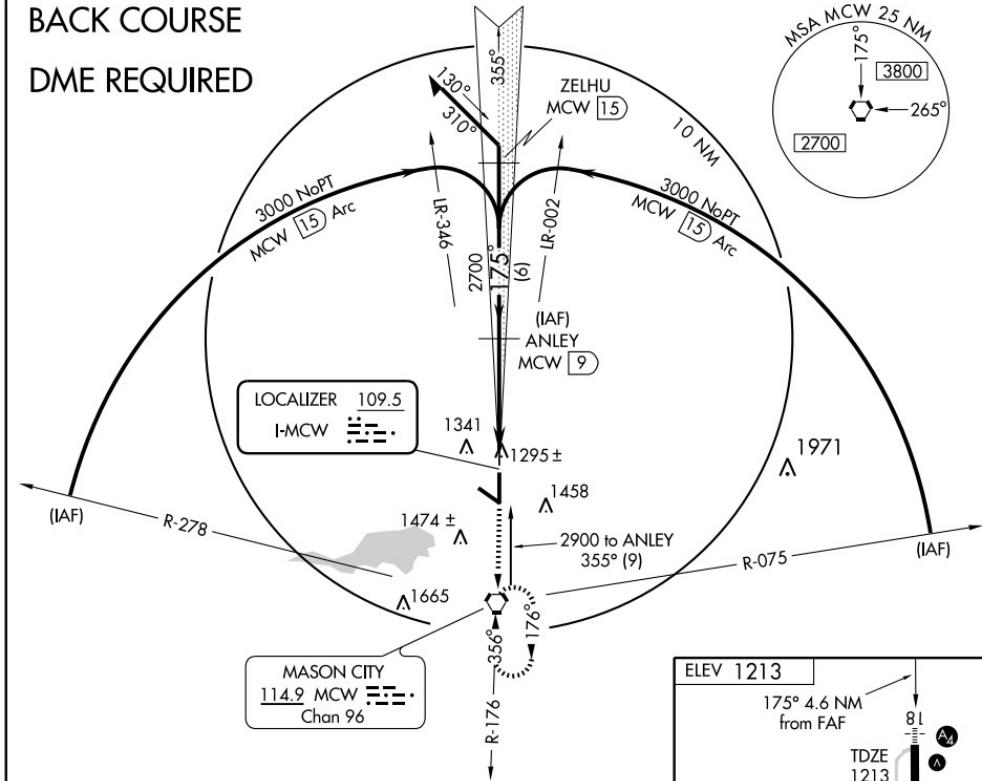
ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF) 0

BACK COURSE

DME REQUIRED



MASON CITY, IOWA

AL-667 (FAA)

RNAV (GPS) RWY 18

MASON CITY MUNI (MCW)

WAAS Chan 40100 W18A	APP CRS 175°	Rwy Idg 6501 TDZE 1213 Apt Elev 1213
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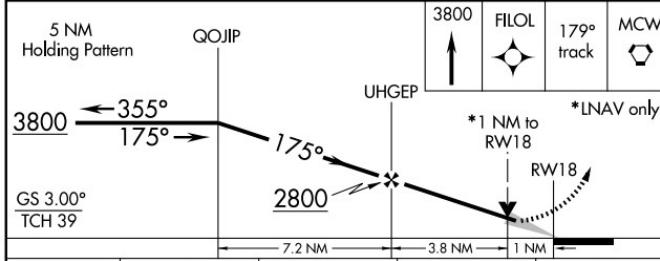
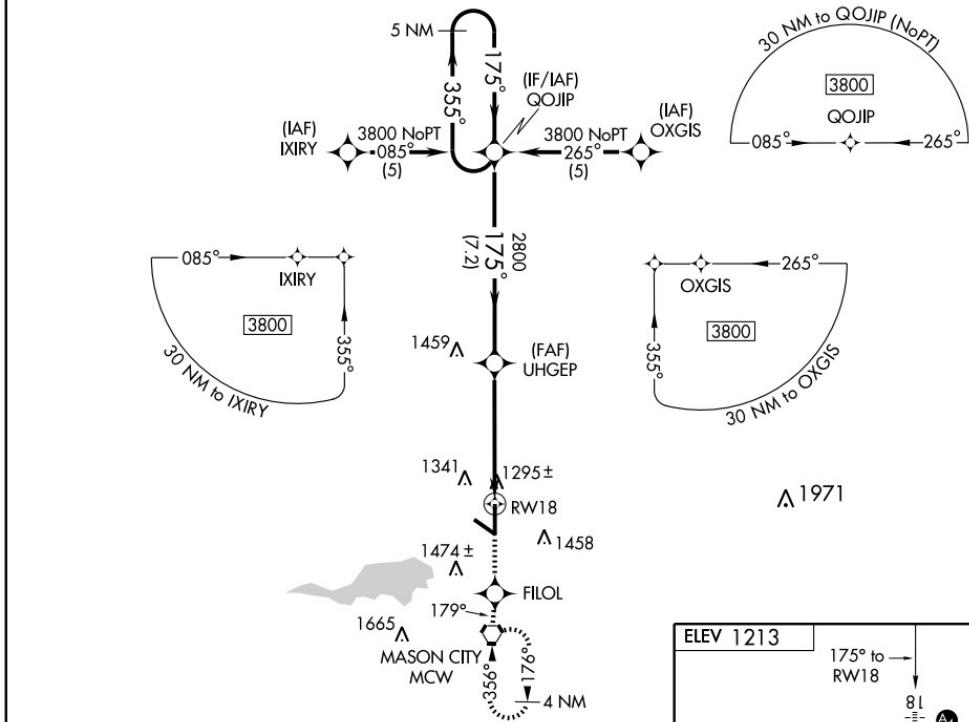
A Inoperative table does not apply to LNAV/VNAV.

Baro-VNAV NA when using Charles City altimeter setting.

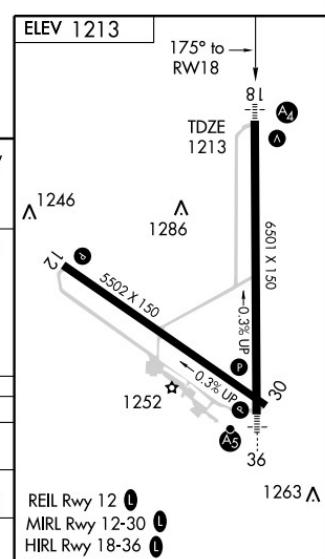
If local altimeter setting not received, use Charles City altimeter setting and increase all DAs/MDAs 100 feet.

Baro-VNAV NA below -17°C (2°F). DME/DME RNP -0.3 NA.

VDP NA when using Charles City altimeter setting.

MALS
A4
MISSIED APPROACH: Climb to 3800 direct FIOL and via 179° track to MCW VORTAC and hold, continue climb-in-hold to 3800.ASOS
120.3MINNEAPOLIS CENTER
127.3 380.2UNICOM
123.0 (CTAF) 1

CATEGORY	A	B	C	D
LNAV/ DA VNAV	1628-1½ 415 (500-1½)			
LNAV MDA	1560-¾ 347 (400-¾)		1560-1¼ 347 (400-1¼)	
CIRCLING	1660-1½ 447 (500-1½)	1680-1½ 467 (500-1½)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)



RNAV (GPS) RWY 30

MASON CITY MUNI (MCW)

APP CRS 300°	Rwy Idg TDZE Apt Elev	5502 1195 1213
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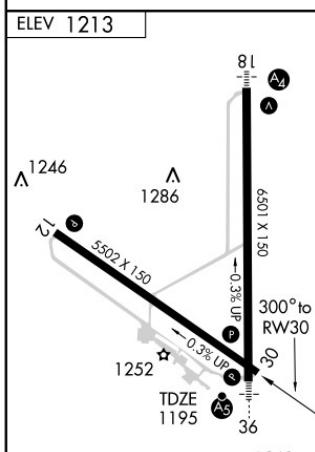
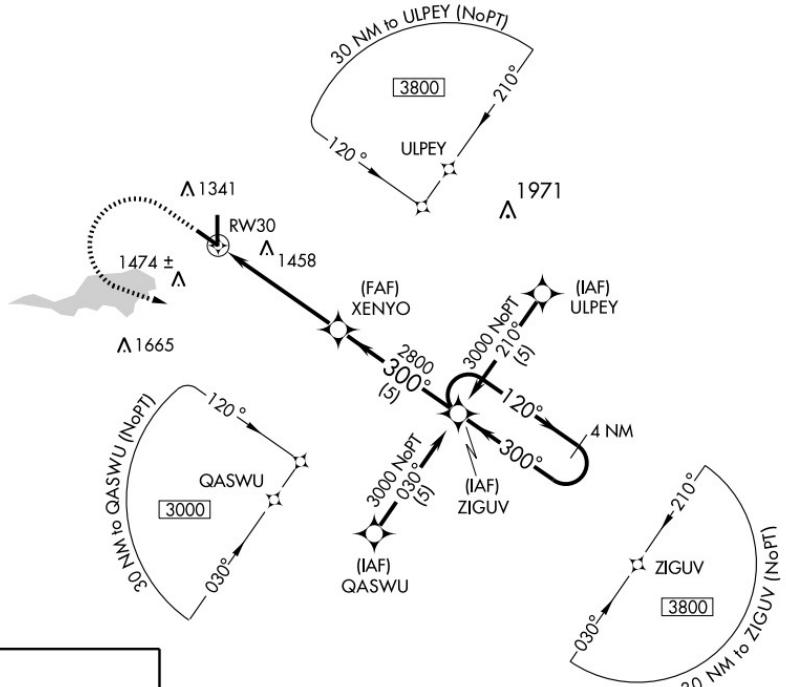
▲ NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.
DME/DME RNP- 0.3 NA.

MISSIED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZIGUV WP and hold.

ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF) 1



CATEGORY	A	B	C	D
GLS DA		NA		
LNAV/ DA VNAV		NA		
LNAV MDA	1720-1 525 (600-1)		1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)
CIRCLING	1720-1 507 (600-1)		1760-1½ 547 (600-1½)	1840-2 627 (700-2)

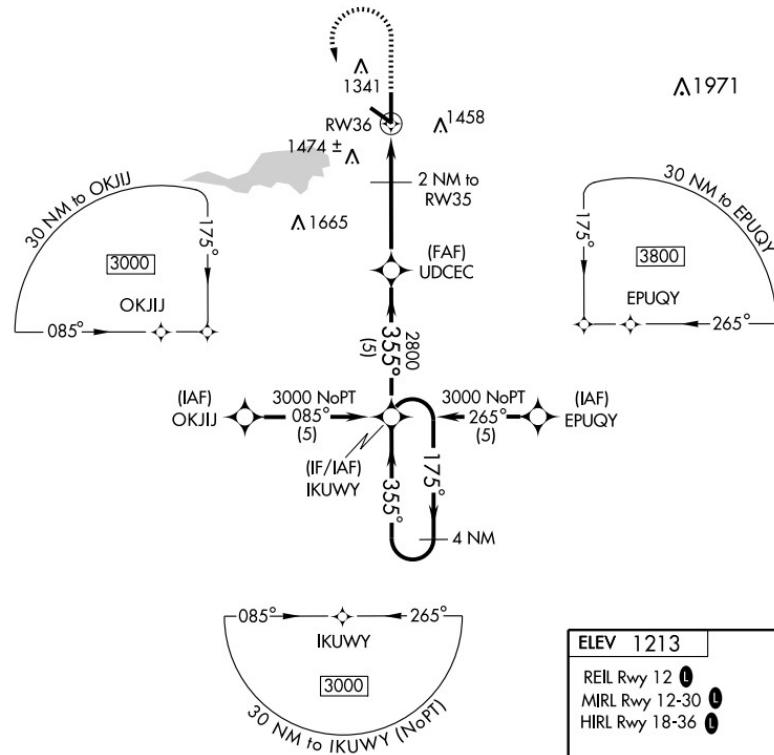
REIL Rwy 12 1
MIRL Rwy 12-30 1
HIRL Rwy 18-36 1

APP CRS 355°	Rwy Idg 6501 TDZE 1193 Apt Elev 1213
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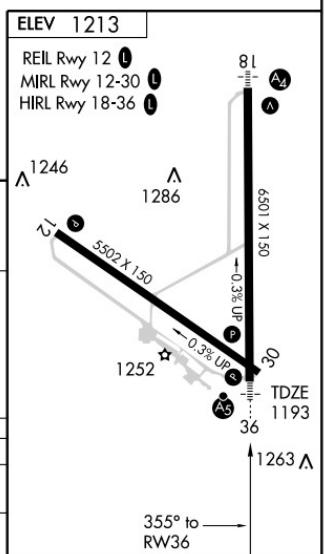
RNAV (GPS) RWY 36

MASON CITY MUNI (MCW)

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1640-1/2	447 (500-1/2)	1640-3/4 447 (500-3/4)	1640-1 447 (500-1)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 1/2 547 (600-1 1/2)	1840-2 627 (700-2)



MASON CITY, IOWA

AL-667 (FAA)

VORTAC MCW <u>114.9</u> Chan 96	APP CRS 175°	Rwy Idg TDZE Apt Elev	6501 1213 1213
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If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

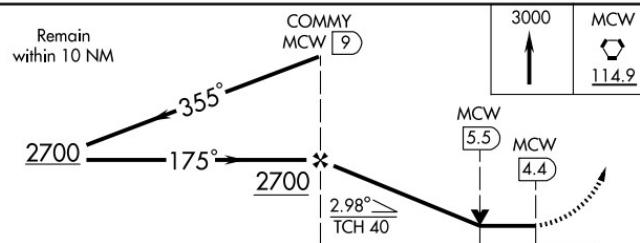
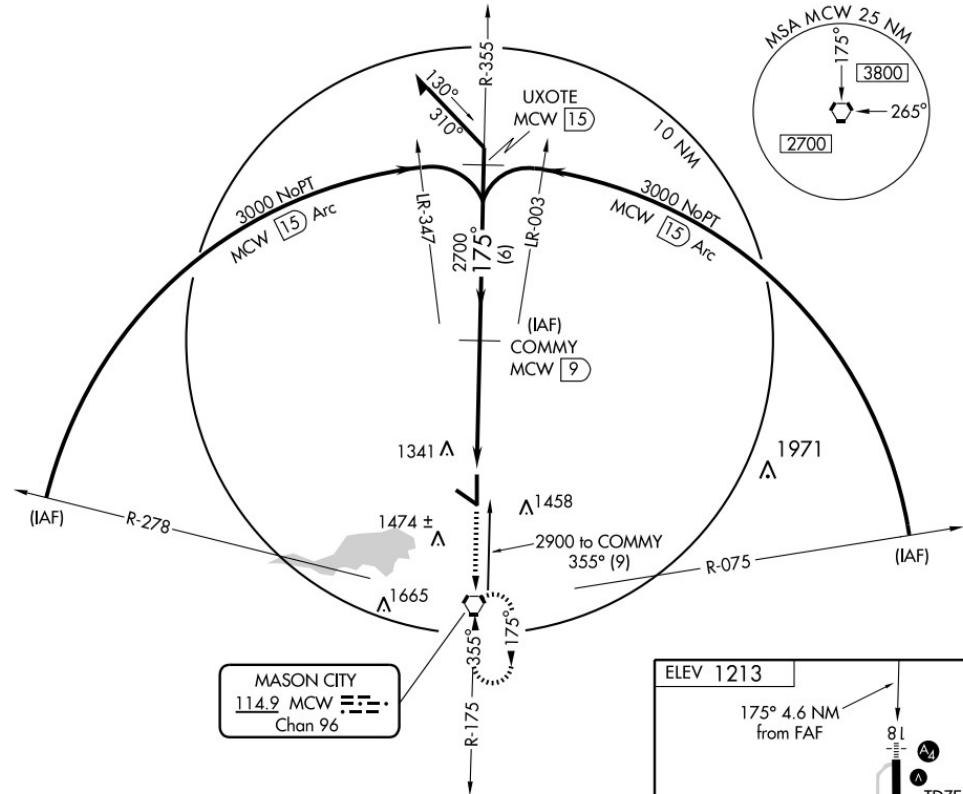
MALS
-
A4

VOR/DME RWY 18 MASON CITY MUNI (MCW)

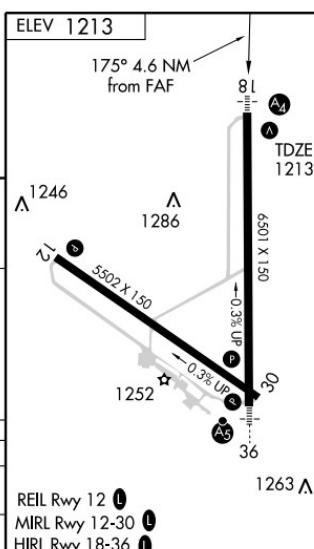
ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF) ①



CATEGORY	3.5 NM			1.1 NM
	A	B	C	D
S-18		1600- $\frac{3}{4}$	387 (400- $\frac{3}{4}$)	1600- $1\frac{1}{4}$ 387 (400- $1\frac{1}{4}$)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 $\frac{1}{2}$ 547 (600-1 $\frac{1}{2}$)	1840-2 627 (700-2)



MASON CITY, IOWA

AL-667 (FAA)

VOR RWY 36

MASON CITY MUNI (MCW)

VORTAC MCW 114.9 Chan 96	APP CRS 356°	Rwy Idg 6501 TDZE 1193 Apt Elev 1213
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Inoperative table does not apply to Cat D.
If local altimeter setting not received, use Charles City
altimeter setting and increase all MDA 100 feet.

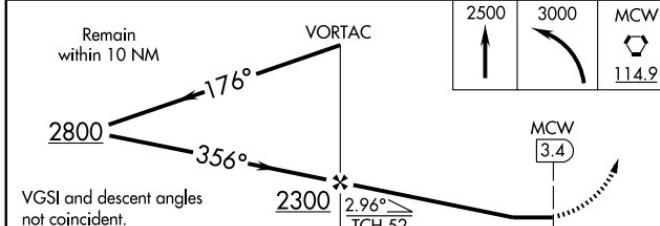
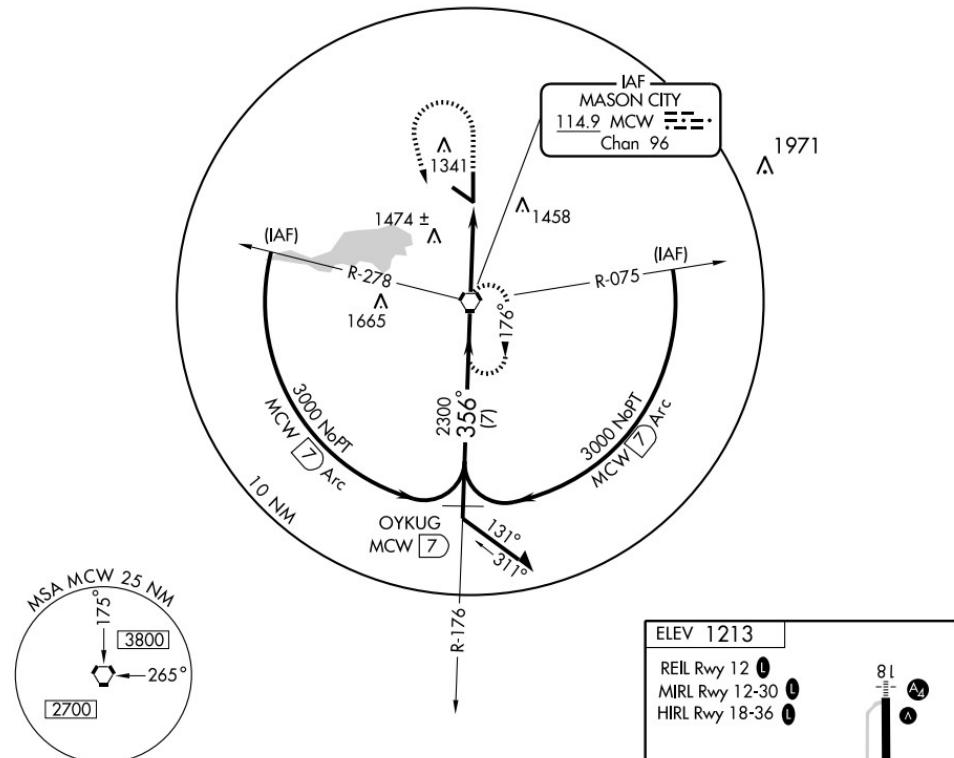


MISSED APPROACH: Climb to 2500, then climbing left
turn to 3000 direct MCW VORTAC and hold.

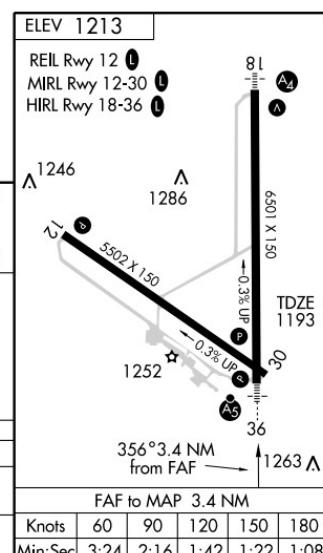
ASOS
120.3

MINNEAPOLIS CENTER
127.3 380.2

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-36	1640-1½	447 (500-½)	1640-¾ 447 (500-¾)	1640-1 447 (500-1)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)



NC-3-17 DEC 2009 to 14 JAN 2010

MILFORD, IOWA

AL-6455 (FAA)

VOR/DME or GPS-A
MILFORD/FULLER(4D8)

MILFORD/FULLER(4D8)

VOR/DME SPW <u>110.0</u> Chan 37	APP CRS 005°	Rwy Idg TDZE Apt Elev	N/A N/A 1439
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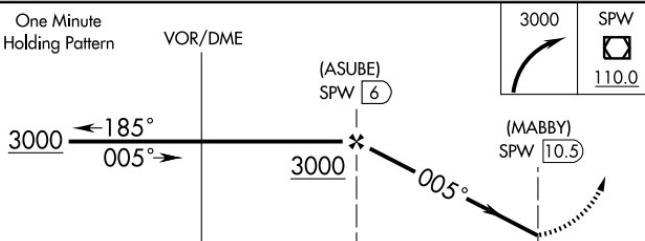
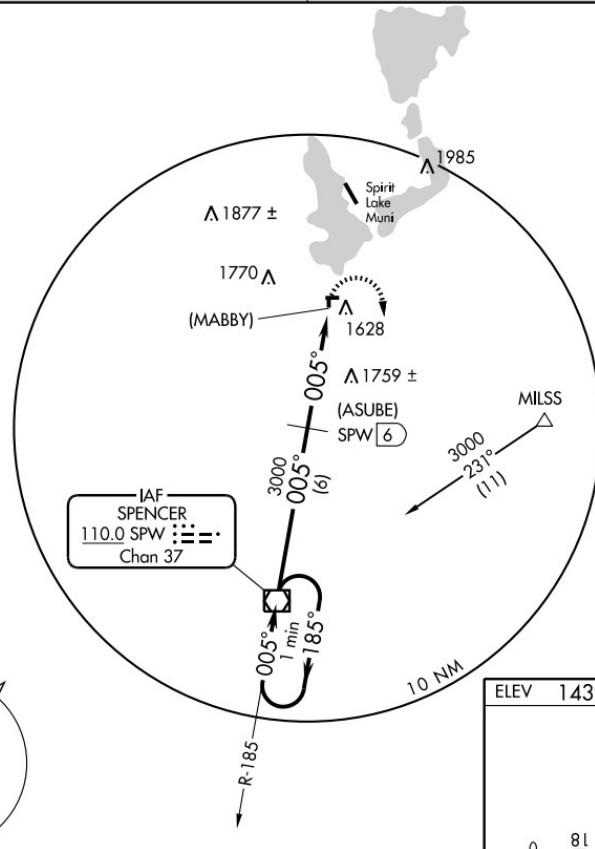
T Procedure not authorized at night. Use Spencer altimeter setting; If not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 3000 direct SPW VOR/DME and hold.

MINNEAPOLIS CENTER
127-75 257-7

CTAF
122.9

A 2006



CATEGORY	A	B	C	D
	2020-1	581 (600-1)	NA	
CIRCLING				URL Rwys 9-27 and 18-36

APP CRS
153°
Rwy Idg 4400
TDZE 827
Apt Elev 849

RNAV (GPS) RWY 15

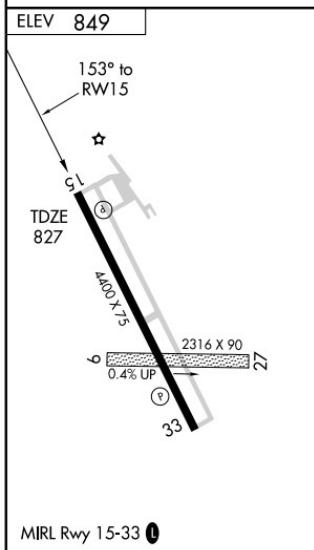
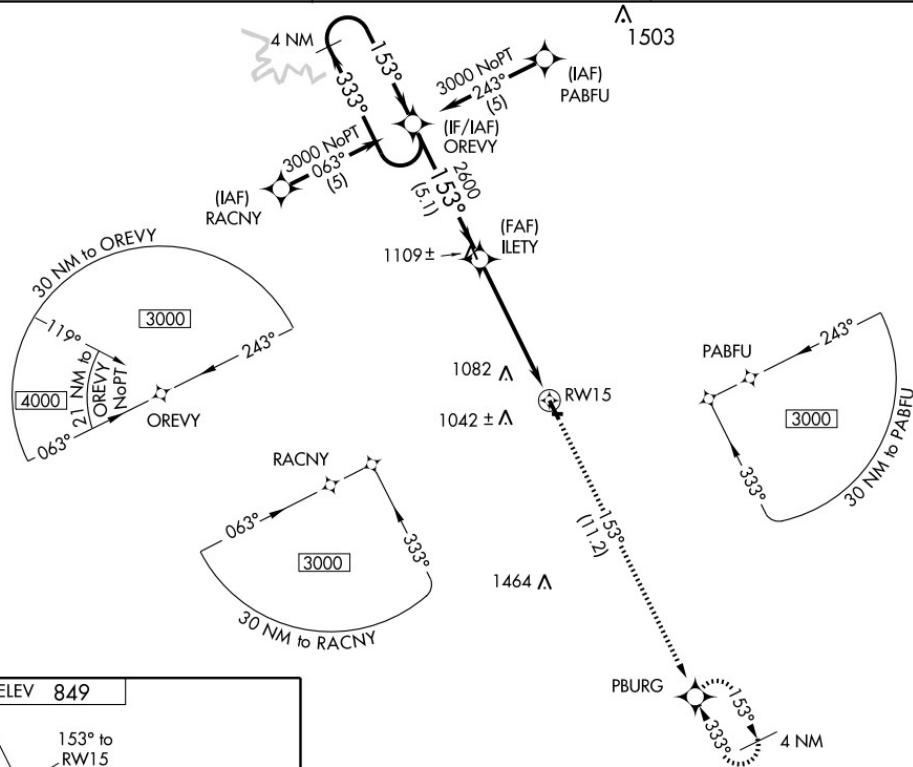
MONTICELLO RGNL (MXO)

NA	GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. Baro-VNAV NA below -16°C (4°F)	MISSIED APPROACH: Climb to 3000 via 153° course to PBURG WP and hold.
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AWOS-3
119.275

CEDAR RAPIDS APP CON ★
134.05 266.8

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern				PBURG
OREVV			3000	153° CRS
3000	←333°	153°	753°	
GS 3.00°	TCH 40			
		2600	*1.4 NM to RW15	RW15
			*LNAV only	
		5.1 NM	4 NM	1.4
CATEGORY	A	B	C	D
GLS PA DA		NA		
LNAV/ VNAV DA	1300-1 1/4	473 (500-1 1/4)		NA
LNAV MDA	1320-1 493 (500-1)		1320-1 1/4 493 (500-1 1/4)	NA
CIRCLING	1360-1 1/4 511 (600-1 1/4)	1380-1 1/4 531 (600-1 1/4)	1400-1 1/4 551 (600-1 1/4)	NA

MONTICELLO, IOWA

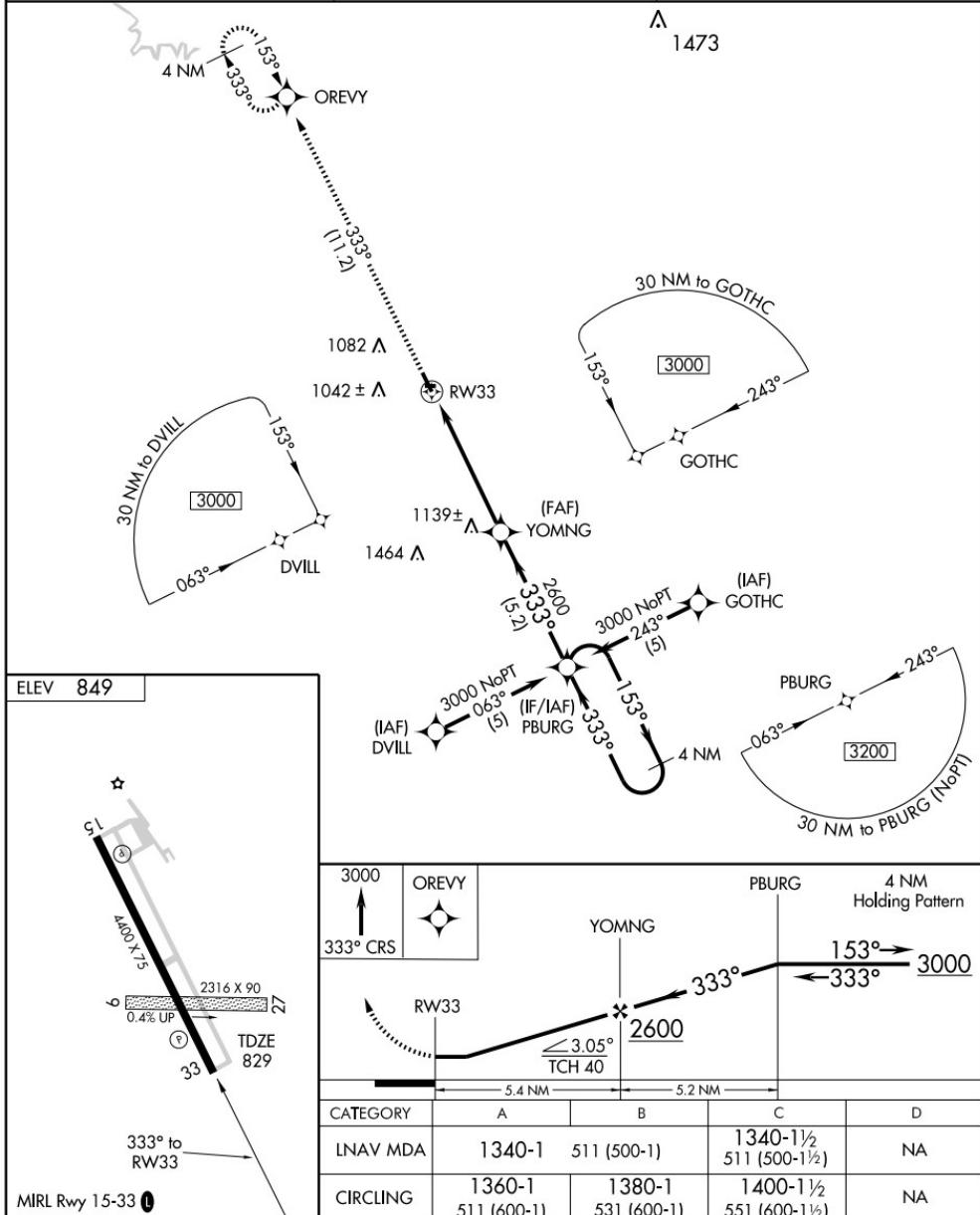
AL-5745 (FAA)

APP CRS	Rwy Idg	4400
333°	TDZE	829
	Apt Elev	849

RNAV (GPS) RWY 33

MONTICELLO RGNL (MXO)

V NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.		MISSIED APPROACH: Climb to 3000 via 333° course to OREVY WP and hold.
AWOS-3 119.275	CEDAR RAPIDS APP CON *134.05 266.8	UNICOM 122.8 (CTAF) 0



MOUNT PLEASANT, IOWA

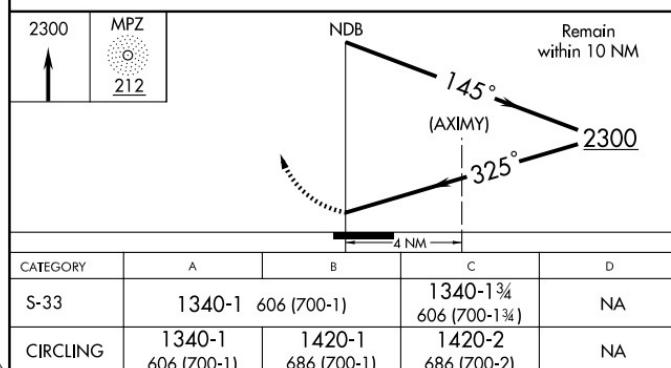
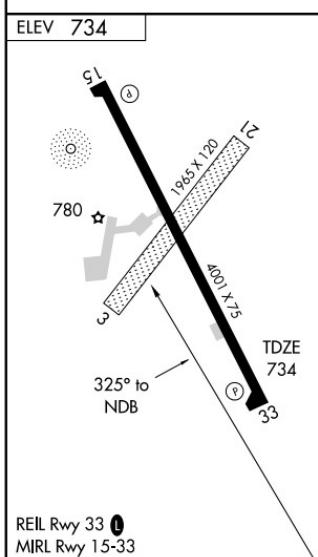
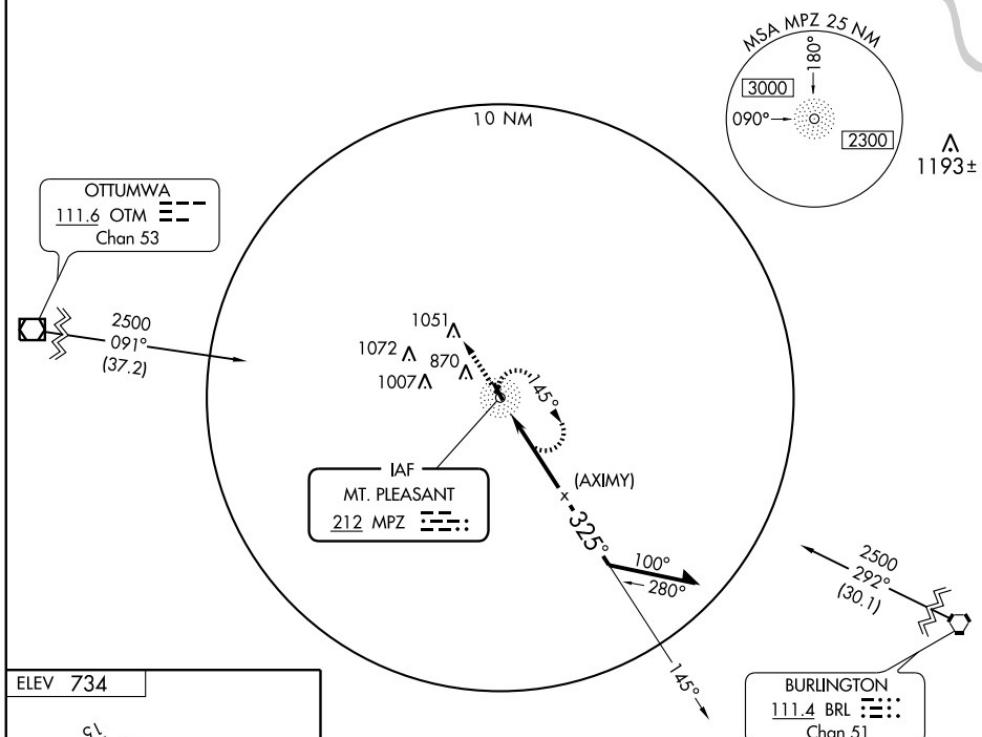
AL-5779 (FAA)

NDB MPZ 212	APP CRS 325°	Rwy Idg 4001 TDZE Apt Elev 734
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NDB or GPS RWY 33

MOUNT PLEASANT MUNI (MPZ)

T Use Burlington altimeter setting.	MISSIED APPROACH: Climb to 2300 then direct MPZ NDB and hold.	
A NA		
AWOS-3 119.325	CHICAGO CENTER 135.6 316.1	UNICOM 123.05 (CTAF) 0



MUSCATINE, IOWA

AL-5564 (FAA)

ILS or LOC RWY 24

MUSCATINE MUNI (MUT)

LOC/DME I-LUC
109.15
 Chan 28(Y)

APP CRS
240°

Rwy Idg
5500
 TDZE
545
 Apt Elev
547

V If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
A VDP NA with Iowa City Muni altimeter setting.



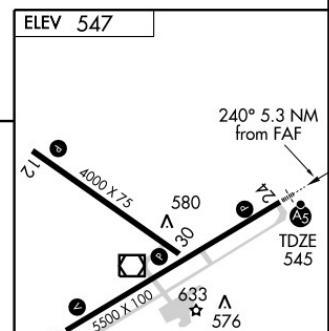
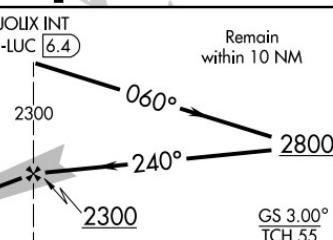
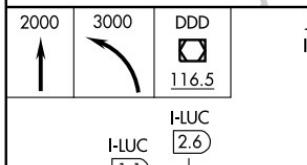
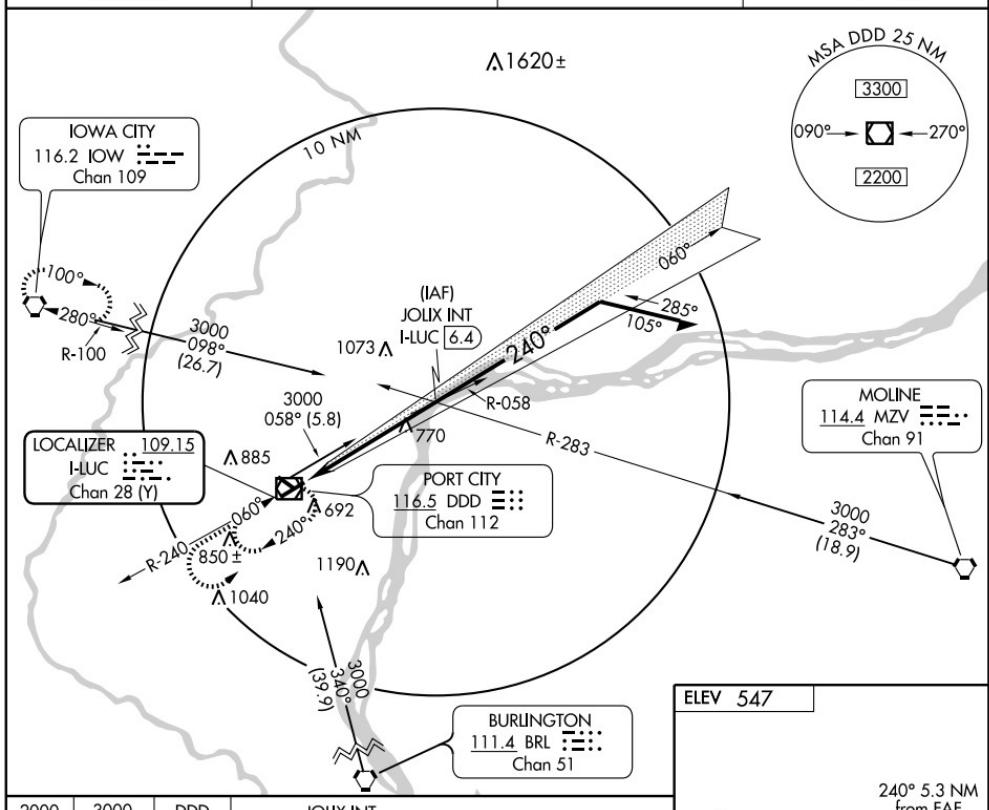
MISSSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DDD VOR/DME and hold.

AWOS-3
119.775

QUAD CITY APP CON★
118.2 257.8

CLNC DEL
124.25

UNICOM
122.7 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 24	745-½ 200 (200-½)			
S-LOC 24	1080-½ 535 (600-½)		1080-1 535 (600-1)	1080-1¼ 535 (600-1¼)
CIRCLING	1080-1 533 (600-1)	1160-1 613 (700-1)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

REIL Rwy 6, 12, and 30 L

MIRL Rwy 6-24 and 12-30 R

FAF to MAP 5.3 NM

Knots 60 90 120 150 180

Min:Sec 5:18 3:32 2:39 2:07 1:46

RNAV (GPS) RWY 6

MUSCATINE MUNI (MUT)

WAAS CH 53701 W06A	APP CRS 059°	Rwy Idg 5500 TDZE 547 Apt Elev 547
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DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).

If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.

Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

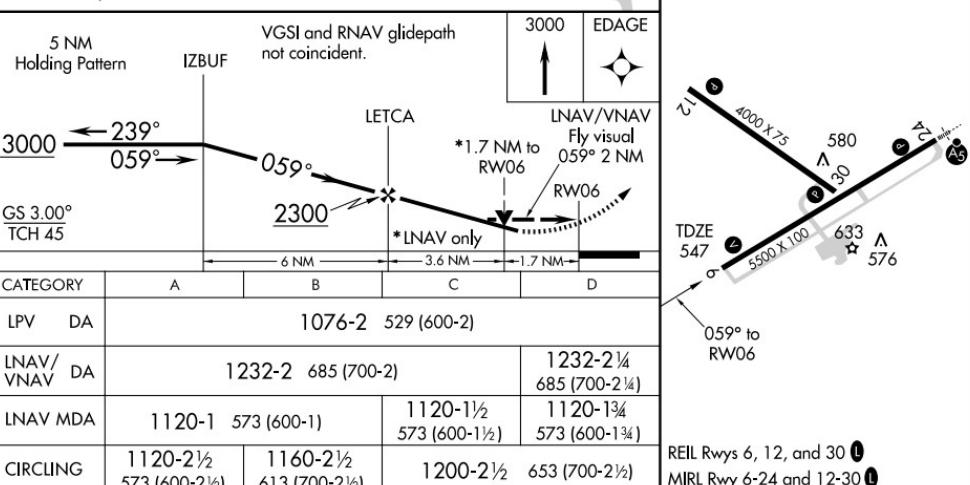
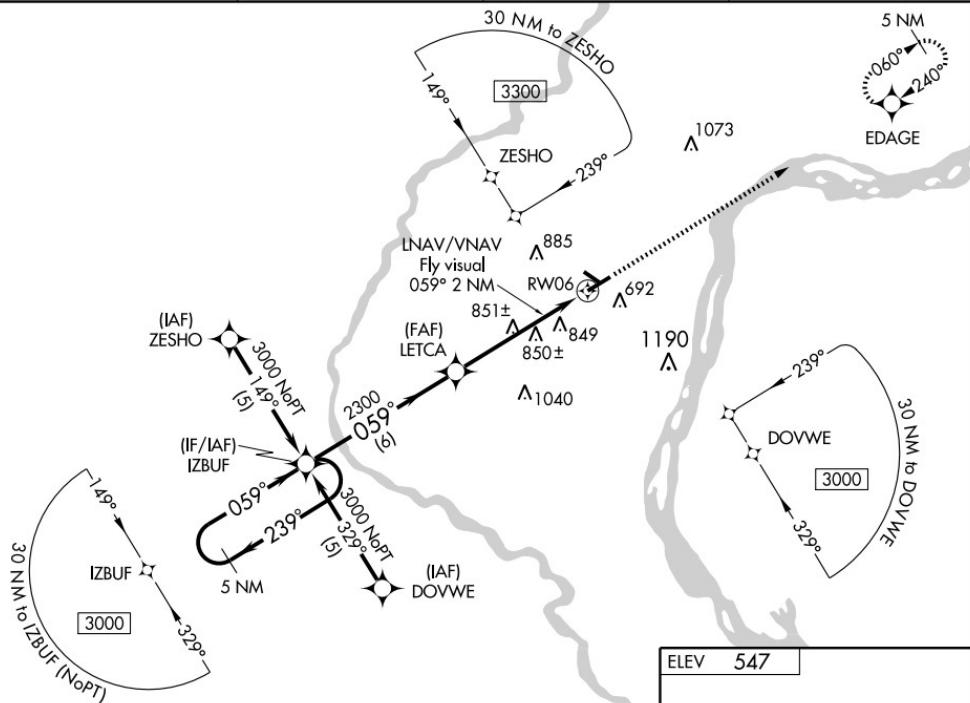
MISSIED APPROACH: Climb to 3000 direct EDAGE and hold.

AWOS-3
119.775

QUAD CITY APP CON★
118.2 257.8

CLNC DEL
124.25

UNICOM
122.7 (CTAF) 0



RNAV (GPS) RWY 24

MUSCATINE MUNI (MUT)

WAAS
CH 99701 APP CRS 5500
W24A Rwy Idg 240° TDZE 545
Apt Elev 547

T DME/DME RNP-0.3 NA.
A For inoperative MALSR, increase LPV off Cts. visibility to 1, LNAV Cat. D visibility to 1 1/4.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
 If local altimeter setting not received, use Iowa City Muni altimeter setting and increase off DAs/MDAs 80 feet.
 Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.



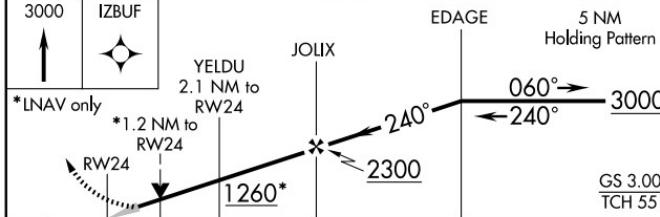
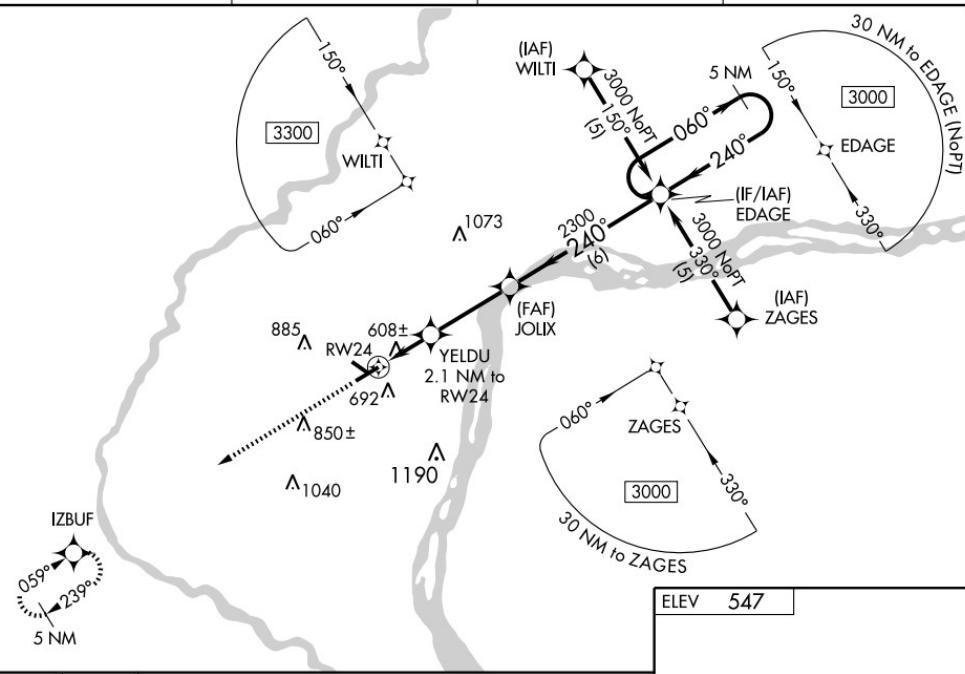
MISSSED APPROACH: Climb to 3000 direct IZBUF and hold.

AWOS-3
119.775

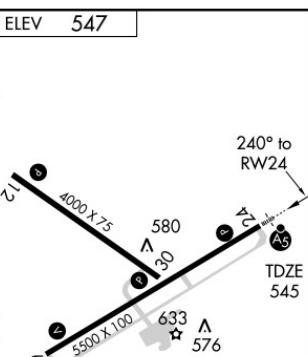
QUAD CITY APP CON ★
118.2 257.8

CLNC DEL
124.25

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA		812-½	267 (300-½)	
LNAV/ VNAV DA		874-¾	329 (400-¾)	
LNAV MDA	960-½ 415 (500-½)		960-¾ 415 (500-¾)	960-1 415 (500-1)
CIRCLING	1000-1¼ 453 (500-1¼)	1160-1¼ 613 (700-1¼)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)



REIL Rwy 6, 12, and 30 0
MIRL Rwy 6-24 and 12-30 0

MUSCATINE, IOWA

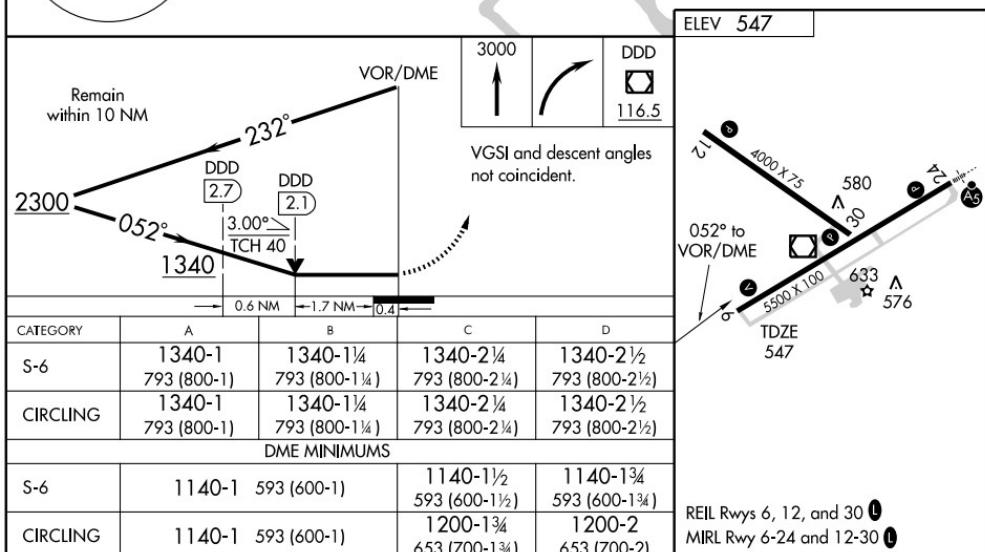
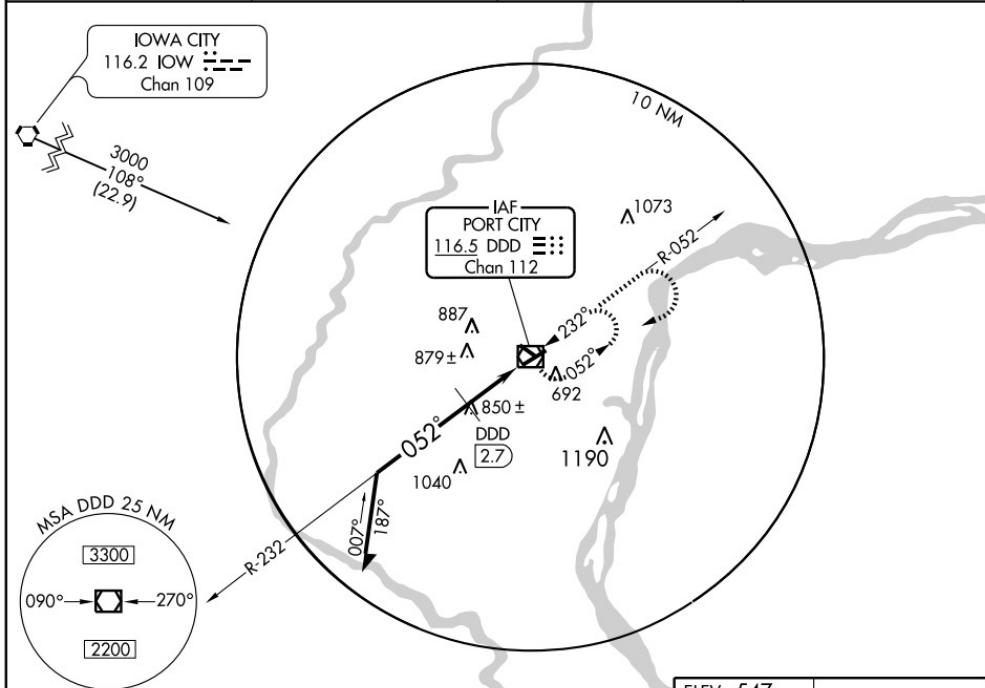
AL-5564 (FAA)

VOR RWY 6

MUSCATINE MUNI (MUT)

VOR/DME DDD 116.5 Chan 112	APP CRS 052°	Rwy Idg 5500 TDZE 547 Apt Elev 547
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▼ ▲	MISSDED APPROACH: Climb to 3000, then right turn direct DDD VOR/DME and hold.		
AWOS-3 119.775	QUAD CITY APP CON ★ 118.2 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF) 0



NEWTON, IOWA

AL-5233 (FAA)

LOC I-MGX	APP CRS	Rwy Idg	5599
109.7	318°	TDZE	950
		Apt Elev	953

ILS or LOC RWY 32 NEWTON MUNI (TNU)



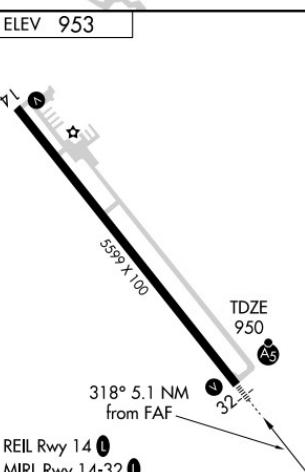
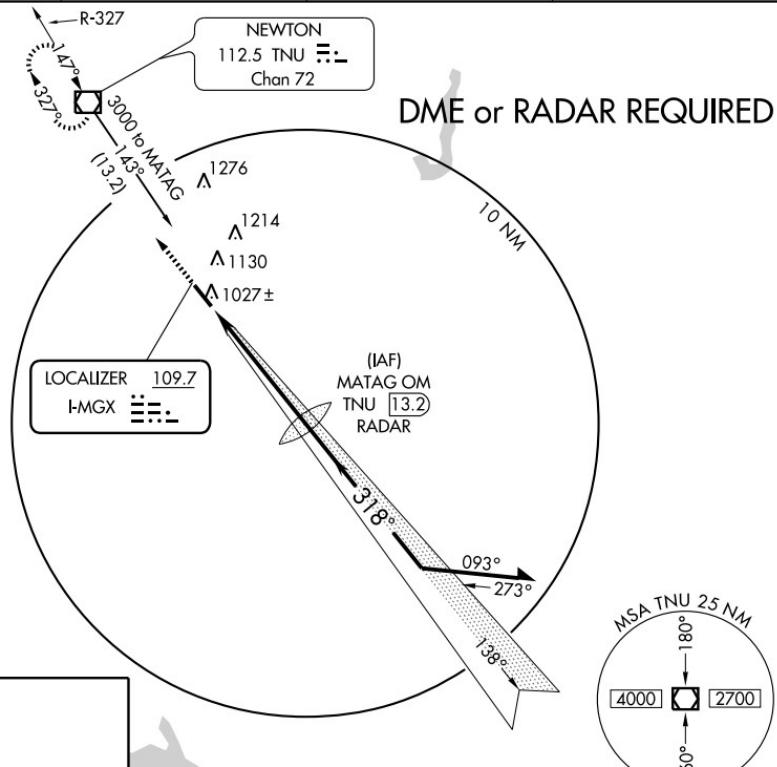
MISSIED APPROACH: Climb to 3000 direct TNU VOR/DME and hold.

AWOS-3
132.275

DES MOINES APP CON
123.9 307.15

CLNC DEL
126.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-ILS 32	1150-½ 200 (200-½)			
S-LOC 32	1300-½ 350 (400-½) 1300-¾ 350 (400-¾)			
CIRCLING	1440-1	487 (500-1)	1440-1½	1520-2
			487 (500-1½)	567 (600-2)

NC-3 17 DEC 2009 to 14 JAN 2010

NEWTON, IOWA

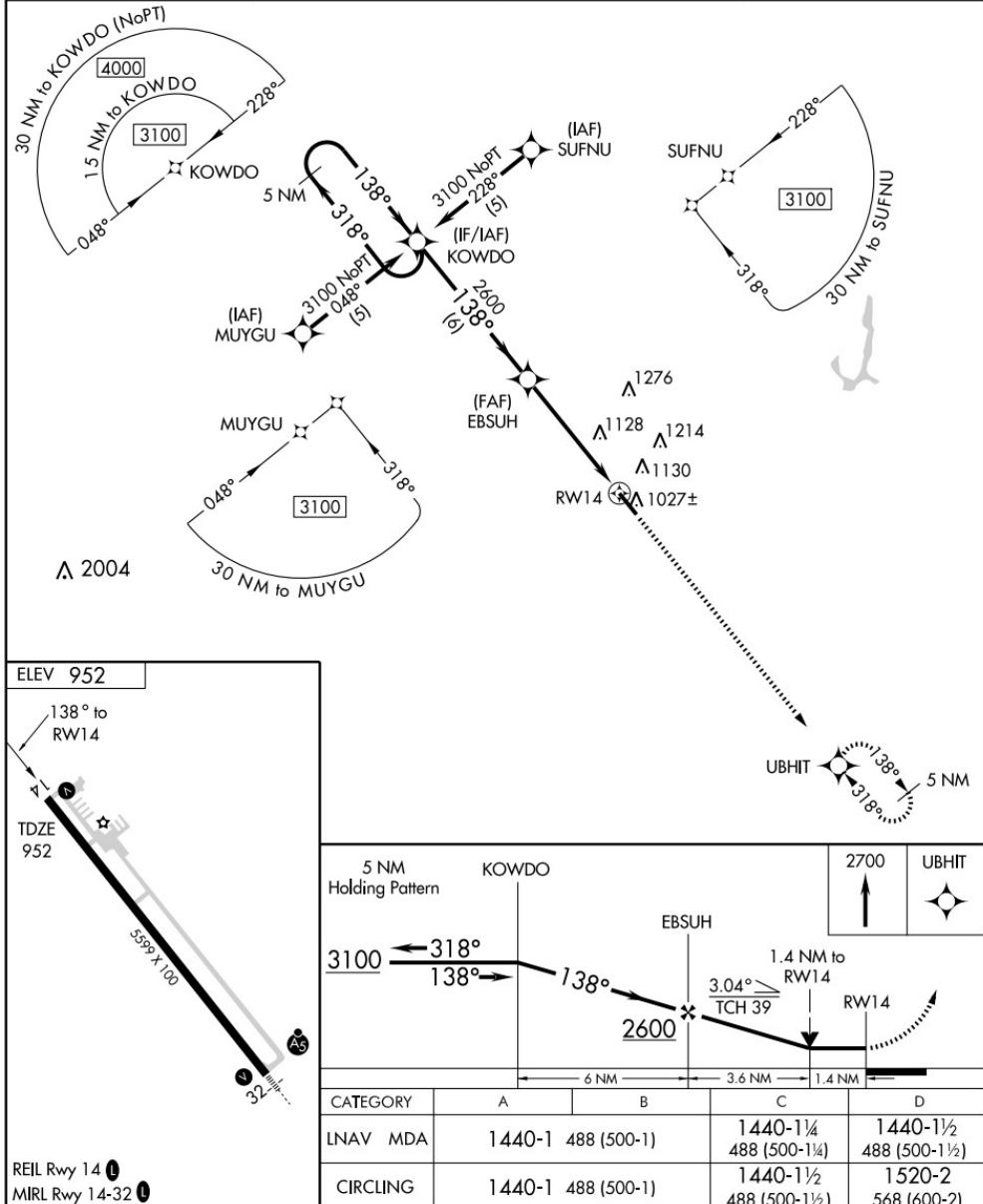
AL-5233 (FAA)

RNAV (GPS) RWY 14

Newton Muni (TNU)

APP CRS 138°	Rwy Idg 5599
TDZE	952
Apt Elev	952

T If local altimeter setting not received, use Des Moines altimeter setting and increase all MDAs 80 feet. A DME/DME RNP- 0.3 NA. VDP NA when using Des Moines altimeter setting.	MISSED APPROACH: Climb to 2700 direct UBHIT and hold.
AWOS-3 132.275	DES MOINES APP CON 123.9 307.15



RNAV (GPS) RWY 32

Newton Muni (TNU)

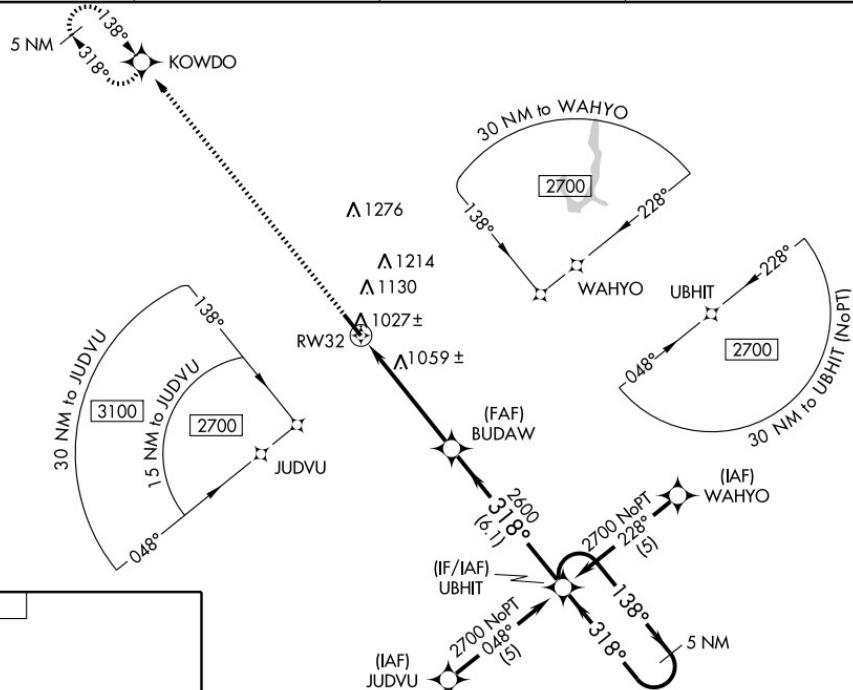
WAAS	APP CRS	5599
CH 99702	Rwy Idg	950
W32A	TDZE	952

V For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile, LNAV Cat D visibility to 1 1/4 mile.
 A Baro-VNAV NA when using Des Moines altimeter setting.
 If local altimeter setting not received, use Des Moines altimeter setting and increase all DAs/MDAs 80 feet.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
 VDP NA when using Des Moines altimeter setting.

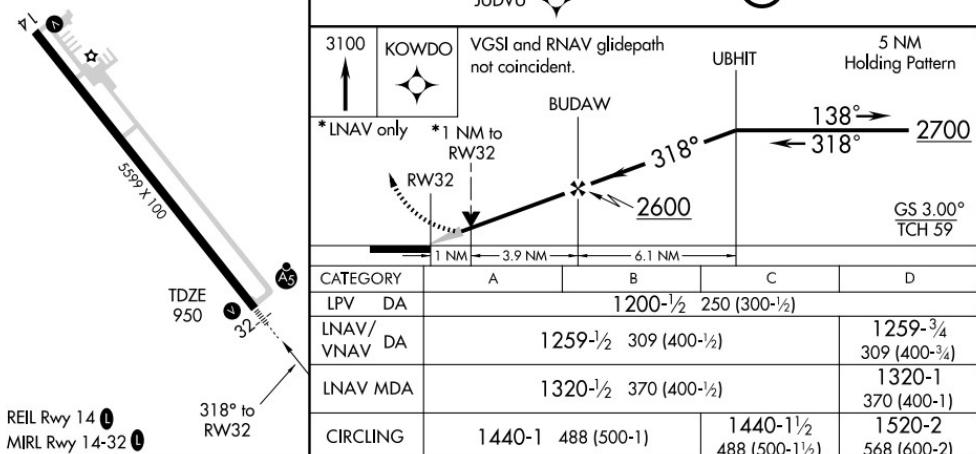
MALSR



MISSSED APPROACH: Climb to 3100 direct KOWDO and hold.

AWOS-3
132.275DES MOINES APP CON
123.9 307.15CLNC DEL
126.3UNICOM
122.8 (CTAF) 0

ELEV 952



NEWTON, IOWA

AL-5233 (FAA)

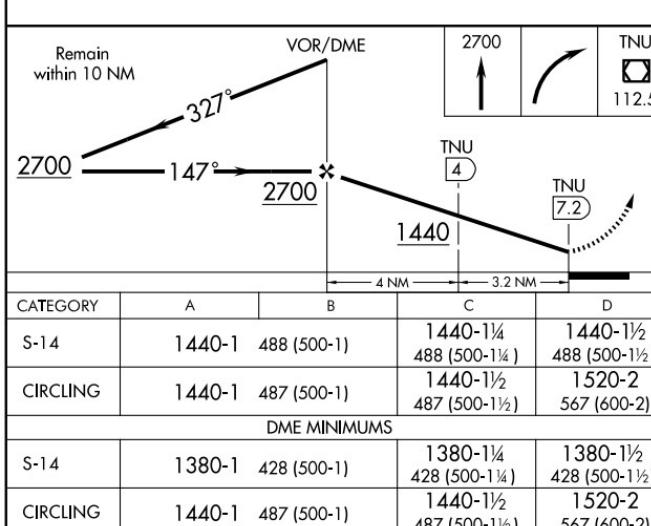
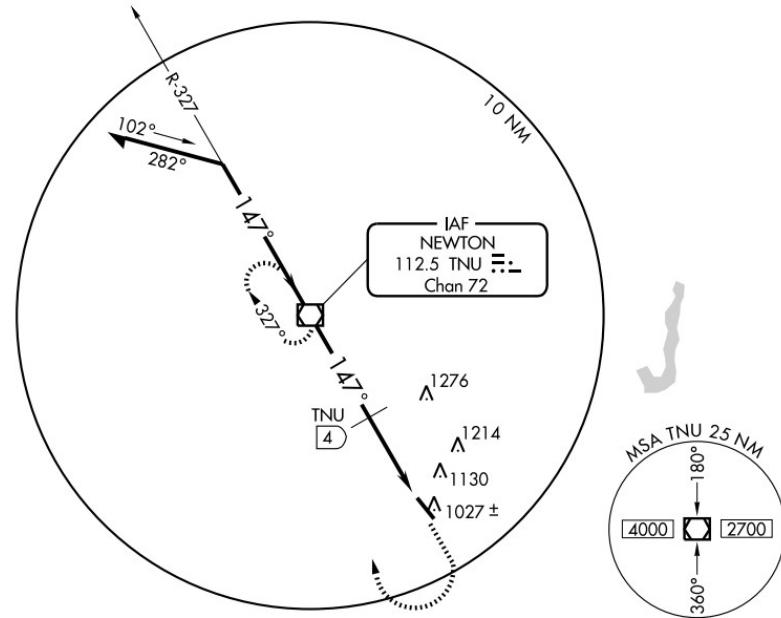
VOR RWY 14

Newton Muni (TNU)

VOR/DME TNU 112.5 Chan 72	APP CRS 147°	Rwy Idg 5599 TDZE 952 Apt Elev 953
---------------------------------	-----------------	--

AWOS-3
132.275DES MOINES APP CON
123.9 307.15CLNC DEL
126.3UNICOM
122.8 (CTAF)

MISSSED APPROACH: Climb to 2700, then right turn direct TNU VOR/DME and hold.



NEWTON, IOWA

AL-5233 (FAA)

VOR RWY 32

Newton Muni (TNU)

VOR/DME TNU 112.5 Chan 72	APP CRS 325°	Rwy Idg 5599 TDZE 950 Apt Elev 952
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For inoperative MALSR, increase S-32 Cat. D visibility to 1 1/4 miles.



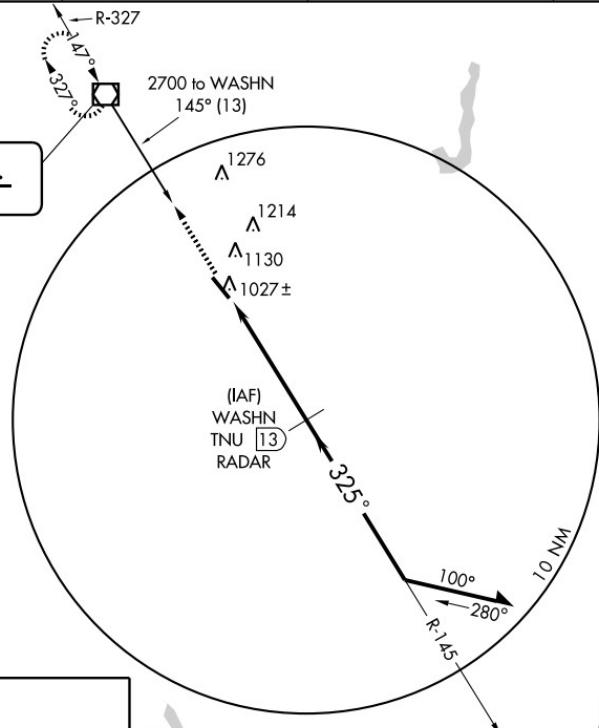
MISSSED APPROACH: Climb to 2700 direct TNU VOR/DME and hold.

AWOS-3
132.275

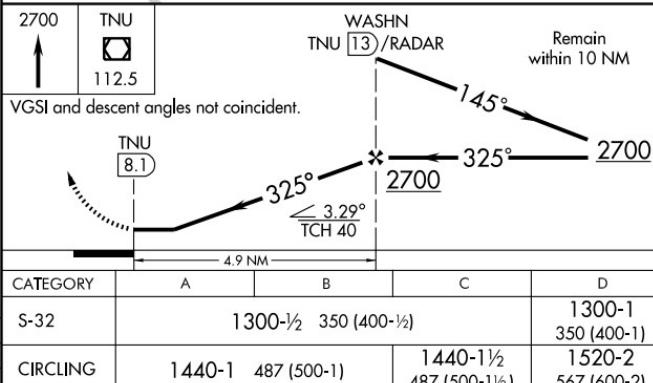
DES MOINES APP CON
123.9 307.15

CLNC DEL
126.3

UNICOM
122.8 (CTAF)



Radar or DME Required



OELWEIN, IOWA

AL-6004 (FAA)

NDB	OLZ	APP CRS	4001
260		TDZE	1076
		Apt Elev	1076

NDB RWY 13

OELWEIN MUNI (OLZ)

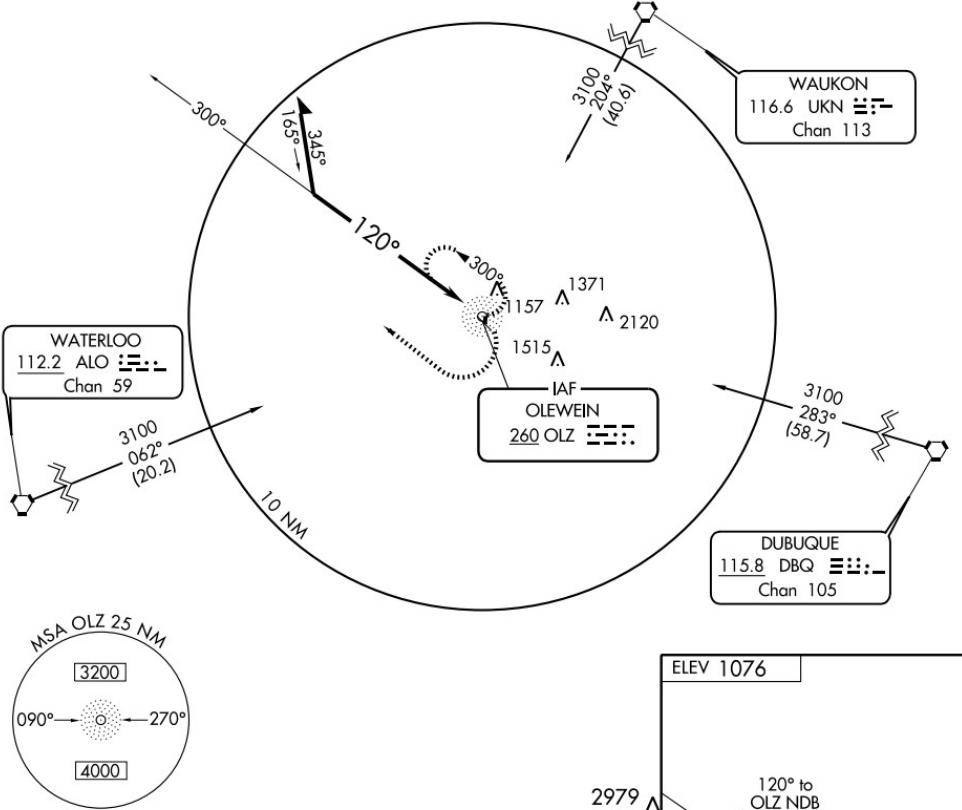


MISSED APPROACH: Climbing right turn to 3100 via heading 300° then direct OLZ NDB and hold.

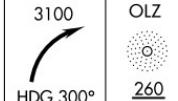
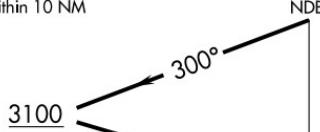
AWOS-3
119.675

WATERLOO APP CON*
118.9 257.8

UNICOM
122.8 (CTAF) 0



Remain within 10 NM



2979

TDZE
1076120° to
OLZ NDB

0.4% UP
400' X 75'
1800' X 65'
36

CATEGORY	A	B	C	D
S-13	1740-1 664 (700-1)		1740-1 664 (700-1)	1740-2 664 (700-2)
CIRCLING	1740-1 664 (700-1)		1740-1 664 (700-1)	1740-2 664 (700-2)

REIL Rwy 13-0

MIRL Rwy 13-31

OELWEIN, IOWA

AL-6004 (FAA)

APP CRS	Rwy Idg	4001
132°	TDZE	1076
	Apt Elev	1076

RNAV (GPS) RWY 13

OELWEIN MUNI (OLZ)

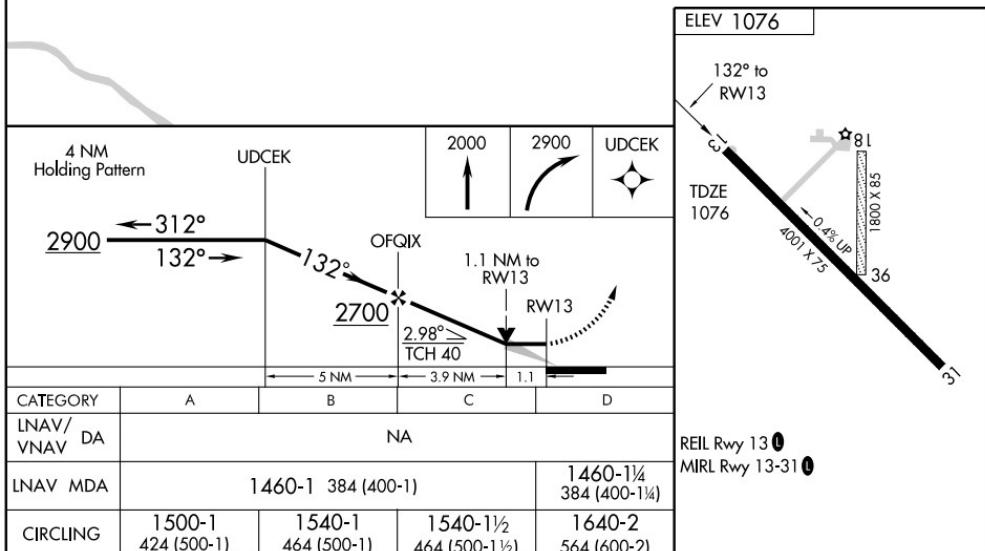
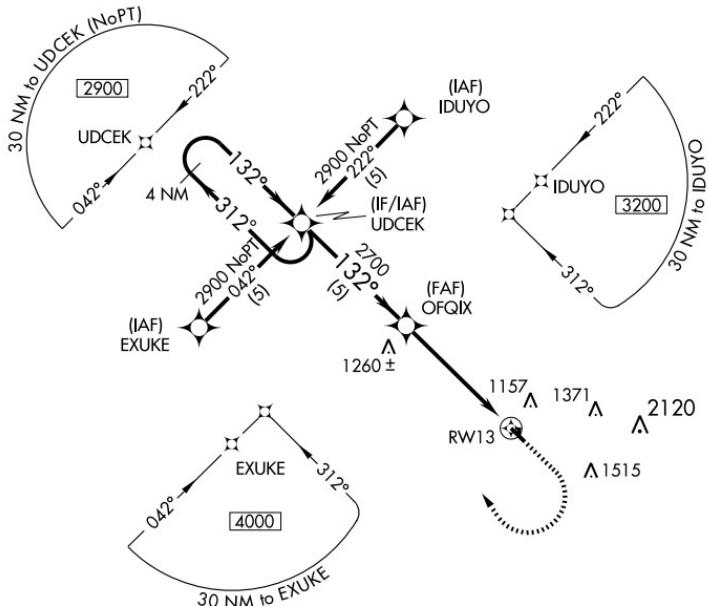
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
NA

MISSIED APPROACH: Climb to 2000, then climbing right turn to 2900 direct UDCEK WP and hold.

AWOS-3
119.675

WATERLOO APP CON★
118.9 257.8

UNICOM
122.8 (CTAF) ●



OELWEIN, IOWA

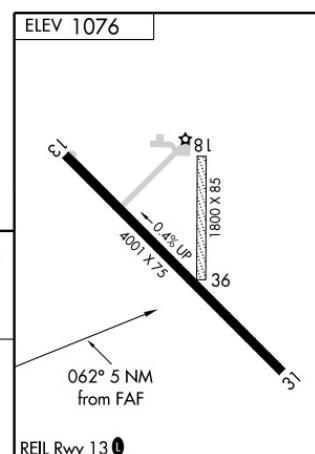
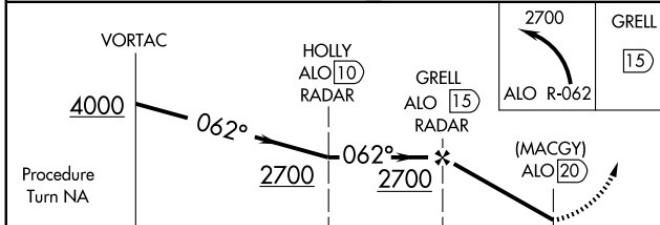
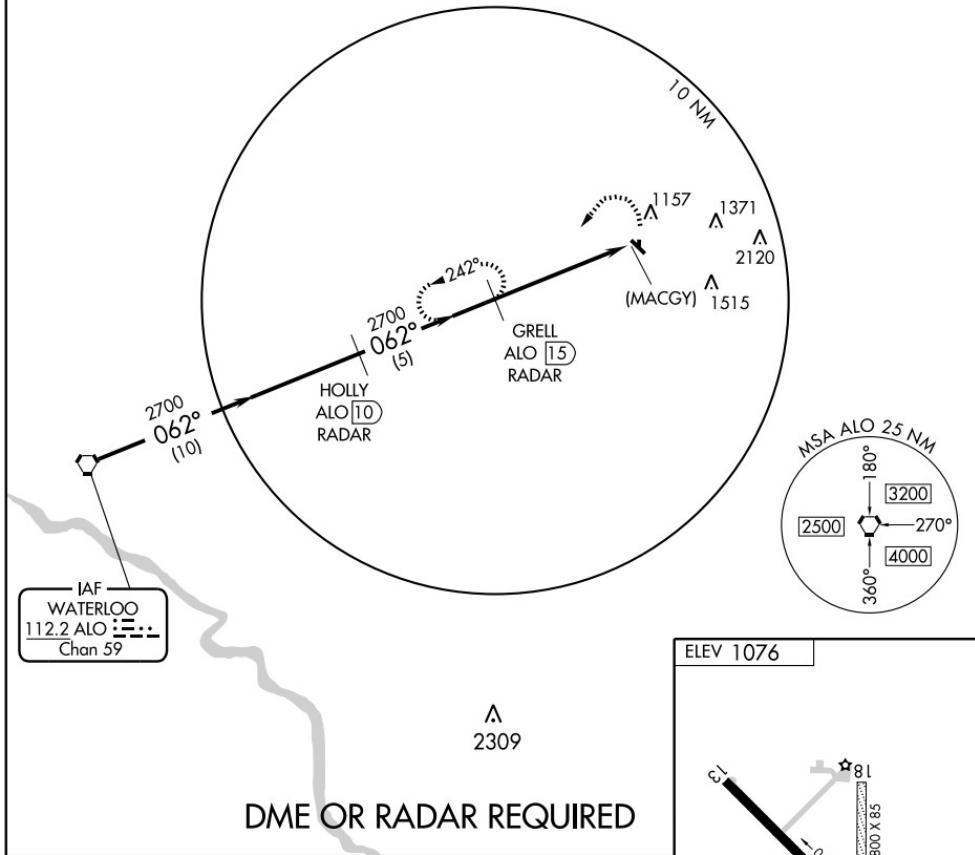
AL-6004 (FAA)

VOR or GPS-A OELWEIN MUNI (OLZ)

VORTAC ALO 112.2	APP CRS 062°	Rwy Idg TDZE Apt Elev	N/A N/A 1076
Chan 59			

▼ Radar not available when Waterloo Tower not in operation.

MISSIED APPROACH: Climbing left turn to 2700 via ALO R-062 to GRELL 15 DME/RADAR and hold.

AWOS-3
119.675WATERLOO APP CON*
118.9 257.8UNICOM
122.8 (CTAF) 0

CATEGORY	A	B	C	D	FAF to MAP 5 NM					
CIRCLING	1600-1	524 (600-1)	1640-1½ 564 (600-1½)	1640-2 564 (600-2)	Knots	60	90	120	150	180
					Min:Sec	5:00	3:20	2:30	2:00	1:40

ORANGE CITY, IOWA

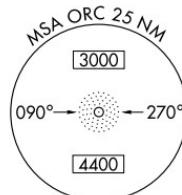
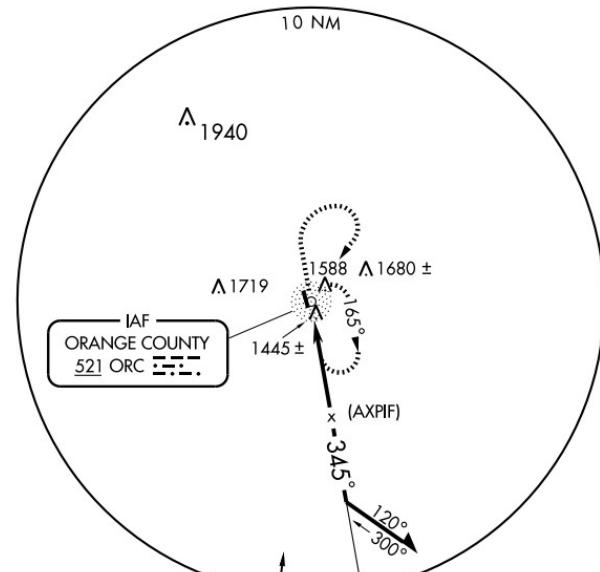
AL-6328 (FAA)

NDB ORC 521	APP CRS 345°	Rwy Idg 4250 TDZE 1414 Apt Elev 1414
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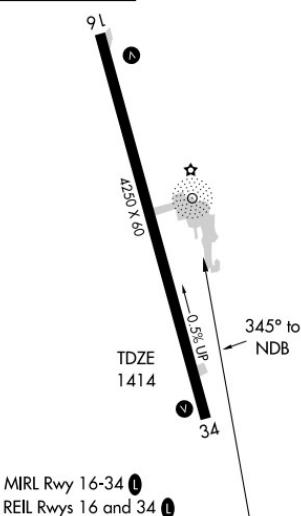
▼
▲ NA

NDB or GPS RWY 34 ORANGE CITY MUNI (ORC)

MISSSED APPROACH: Climb to 3000 then right turn direct ORC NDB and hold.

AWOS-3
127.825MINNEAPOLIS CENTER
124.1 269.0UNICOM
122.8 (CTAF) 0

ELEV 1414



3000 ↑ ORC
521

NDB
165° (AXPIF)
345° 3000
Remain within 10 NM

4 NM

CATEGORY	A	B	C	D
S-34	1920-1	506 (600-1)	1920-1½	506 (600-1½)
CIRCLING	1920-1	506 (600-1)	1920-1½ 506 (600-1½)	1980-2 566 (600-2)

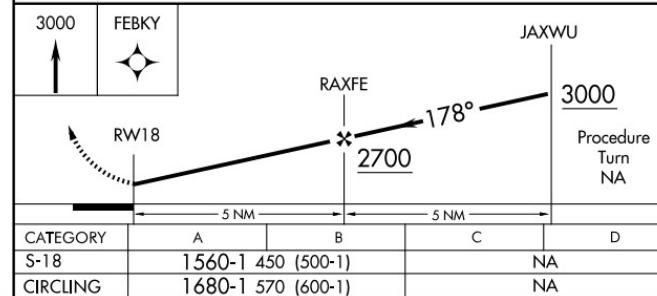
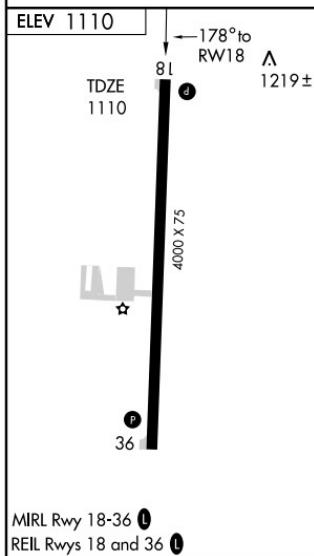
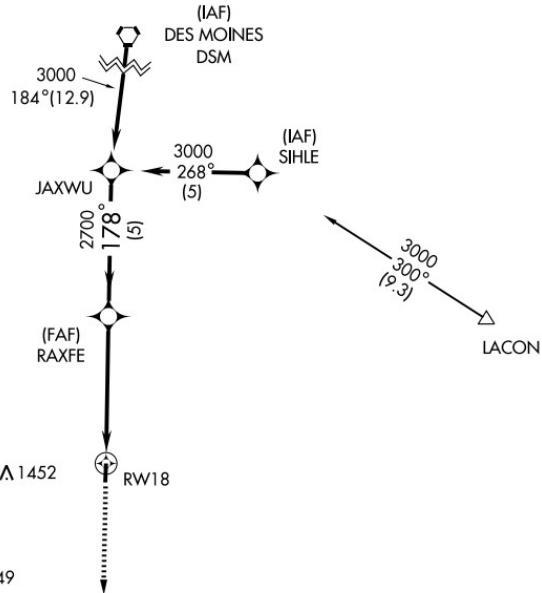
OSCEOLA, IOWA

AL-6974 (FAA)

GPS RWY 18
 OSCEOLA MUNI (I75)

APP CRS 178°	Rwy Idg 4000
TDZE 1110	
Apt Elev 1110	

▲ NA Use Des Moines altimeter setting.	MISSED APPROACH: Climb to 3000 direct FEBKY WP and hold.
AWOS-3 120.975	DES MOINES APP CON 135.2 360.7
	UNICOM 122.8 (CTAF) 0



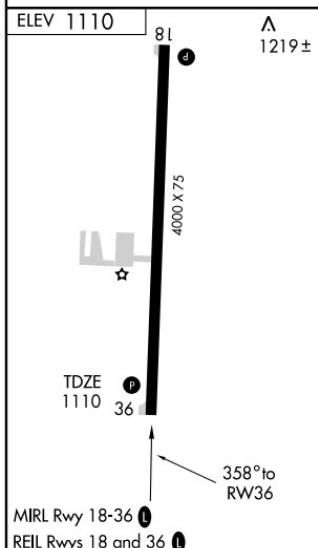
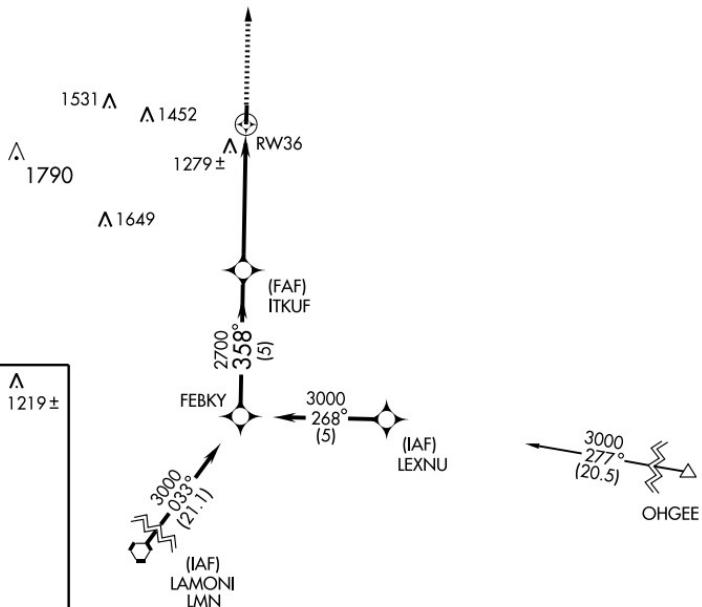
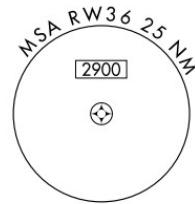
OSCEOLA, IOWA

AL-6974 (FAA)

**GPS RWY 36
OSCEOLA MUNI (I75)**

APP CRS 358°	Rwy Idg TDZE Apt Elev	4000 1110 1110
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A NA	Use Des Moines altimeter setting.	MISSIED APPROACH: Climb to 3000 direct JAXWU WP and hold.
AWOS-3 120.975	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0



OSCEOLA, IOWA

AL-6974 (FAA)

VOR/DME RWY 18

OSCEOLA MUNI (I75)

VORTAC DSM 117.5 Chan 122	APP CRS 178°	Rwy Idg 4000 TDZE 1110 Apt Elev 1110
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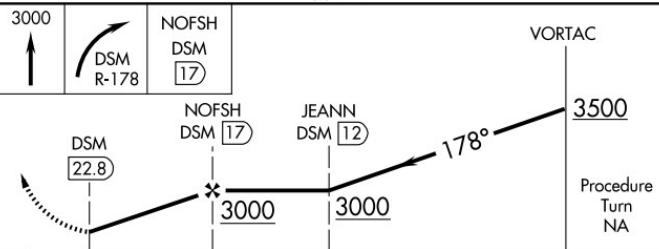
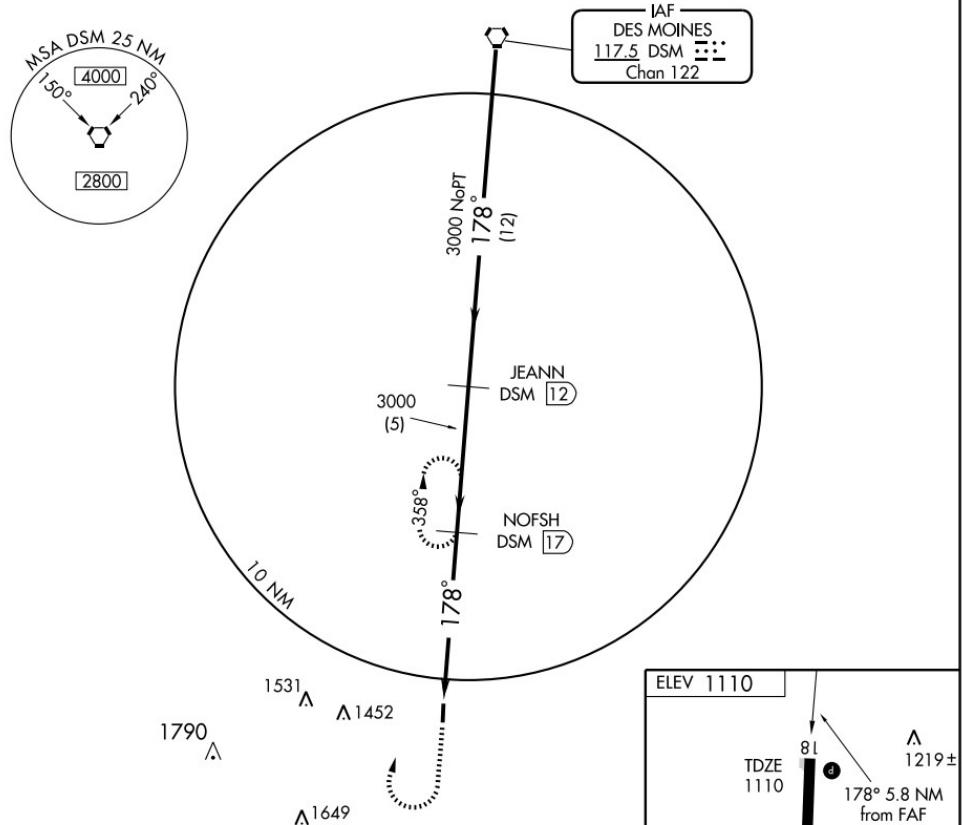
▲ NA
Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via DSM R-178 to NOFSH/17 DME and hold.

AWOS-3
120.975

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-18	1580-1 470 (500-1)	1580-1½ 470 (500-1½)	NA	
CIRCLING	1680-1 570 (600-1)	1680-1½ 570 (600-1½)	NA	

MIRL Rwy 18-36 0
REIL Rwy 18 and 36 0

OSKALOOSA, IOWA

AL-6493 (FAA)

0925

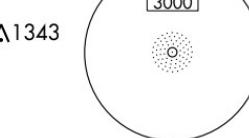
NDB OOA	APP CRS	1926
414	194°	840
	TDZE	Apt Elev
		841

NDB RWY 22

OSKALOOSA MUNI (OOA)

V Straight-in minimums NA at night. When local altimeter setting not received, use Ottumwa altimeter setting and increase all MDA 20 feet.

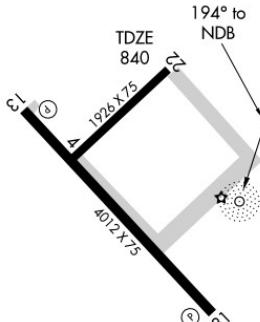
MISSSED APPROACH:
Climbing right turn to 2500 in OOA NDB holding pattern.

AWOS-3
118.625CHICAGO CENTER
118.15 354.1UNICOM
122.8 (CTAF) 0**A1343**MSA OOA 25 NM
3000

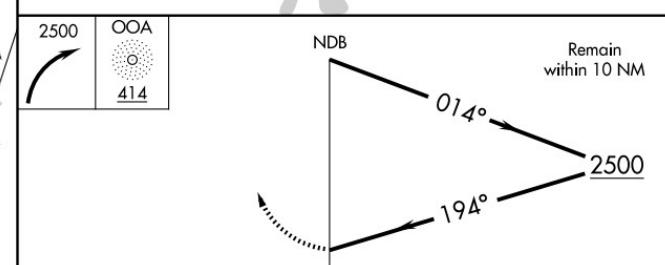
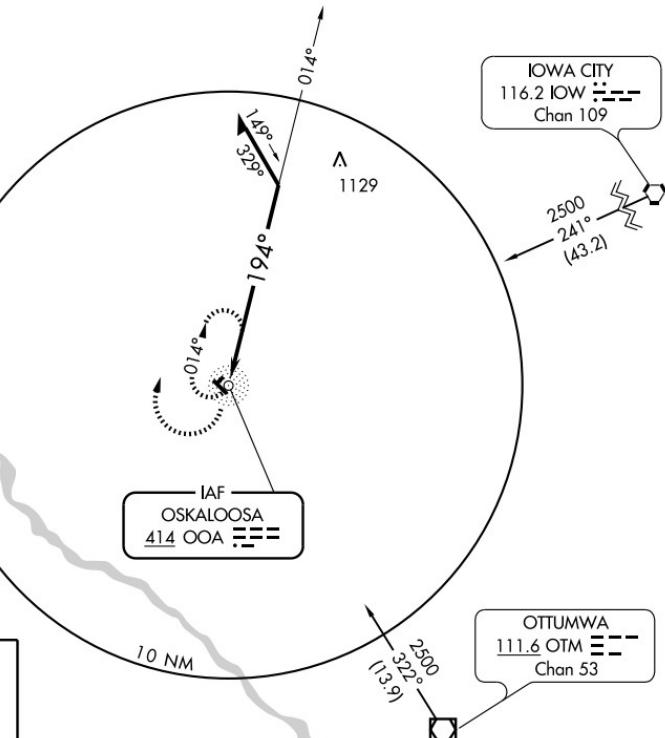
BUSSY
OTM **[26]**

2500 083° (16.8)

ELEV **841**



REIL Rwy 13 and 31 0
MIRL Rwy 13-31 1



CATEGORY	A	B	C	D
S-22	1540-1	700 (700-1)	1540-2 700 (700-2)	NA
CIRCLING	1540-1	699 (700-1)	1540-2 699 (700-2)	NA

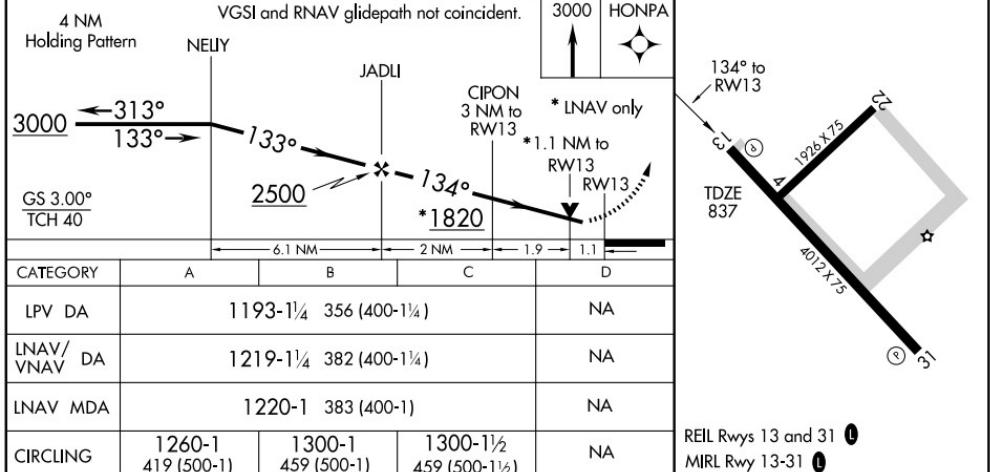
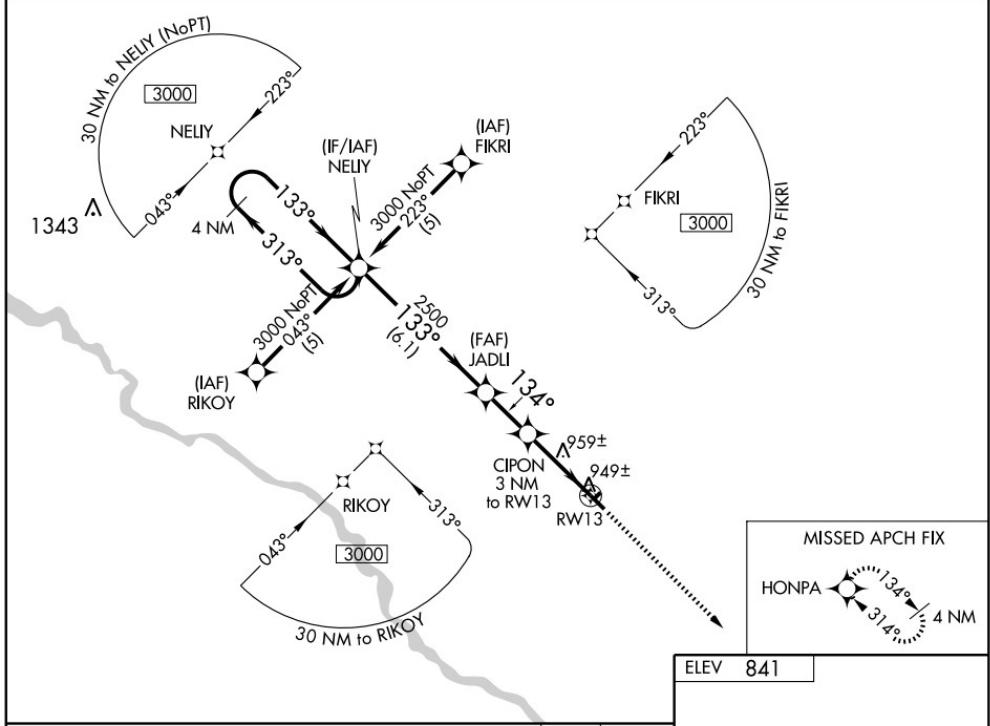
RNAV (GPS) RWY 13

OSKALOOSA MUNI (OOA)

WAAS CH 78215 W13A	APP CRS 134°	Rwy Idg 4012 837 Apt Elev 841
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T DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility $\frac{1}{4}$ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSSED APPROACH: Climb to 3000 direct HONPA and hold.

AWOS-3
118.625CHICAGO CENTER
118.15 354.1UNICOM
122.8 (CTAF)

OSKALOOSA, IOWA

AL-6493 (FAA)

09295

**RNAV (GPS) RWY 31
OSKALOOSA MUNI (OOA)**

OSKALOOSA MUNI (OOA)

T DME/DME RNP-0.3 NA When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cat's visibility $\frac{1}{4}$ mile.
A Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

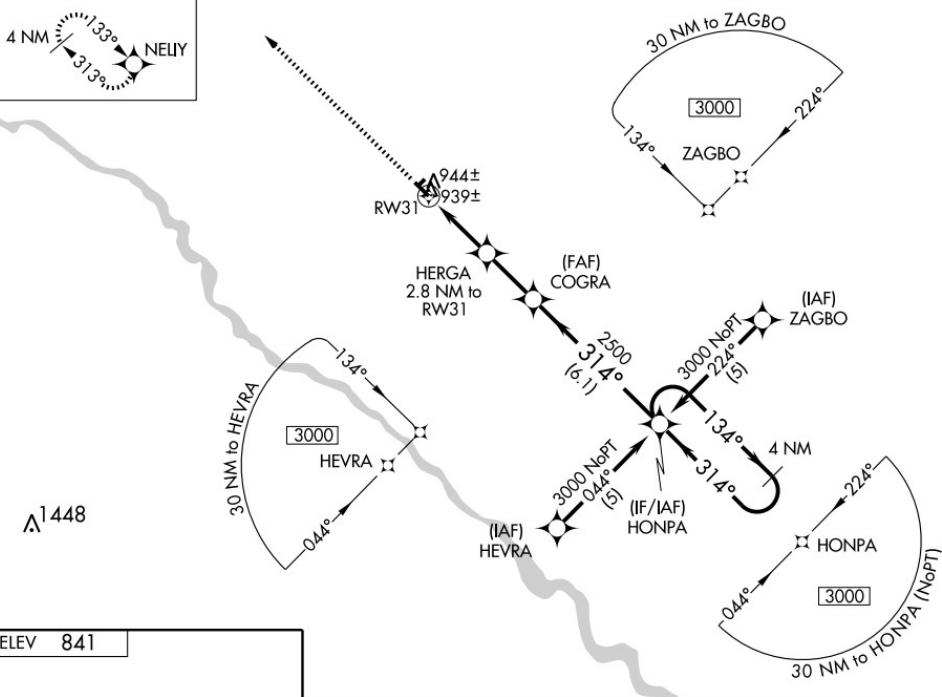
MISSED APPROACH:
Climb to 3000 direct
NELIY and hold.

AWOS-3
118.625

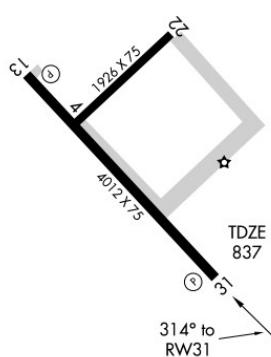
CHICAGO CENTER
118-15 354-1

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX



FLEV 84



BEII Run 13 and 31

REIL Rwy 13 and
MIRL Rwy 13-31

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern

* LNAV Only

HERGA
2.8 NM to
RW31

COGRA

HONPA

3000

134°

314°

314°

2500

1760*

GS 3.00°
TCH 40

*1.1 NM to RW31

RW31

CATEGORY	A	B	C	D
LPV DA	1187-1½	350 (400-1½)		NA
LNAV/ VNAV DA	1209-1½	372 (400-1½)		NA
LNAV MDA	1200-1	363 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

OSKALOOSA, IOWA

AL-6493 (FAA)

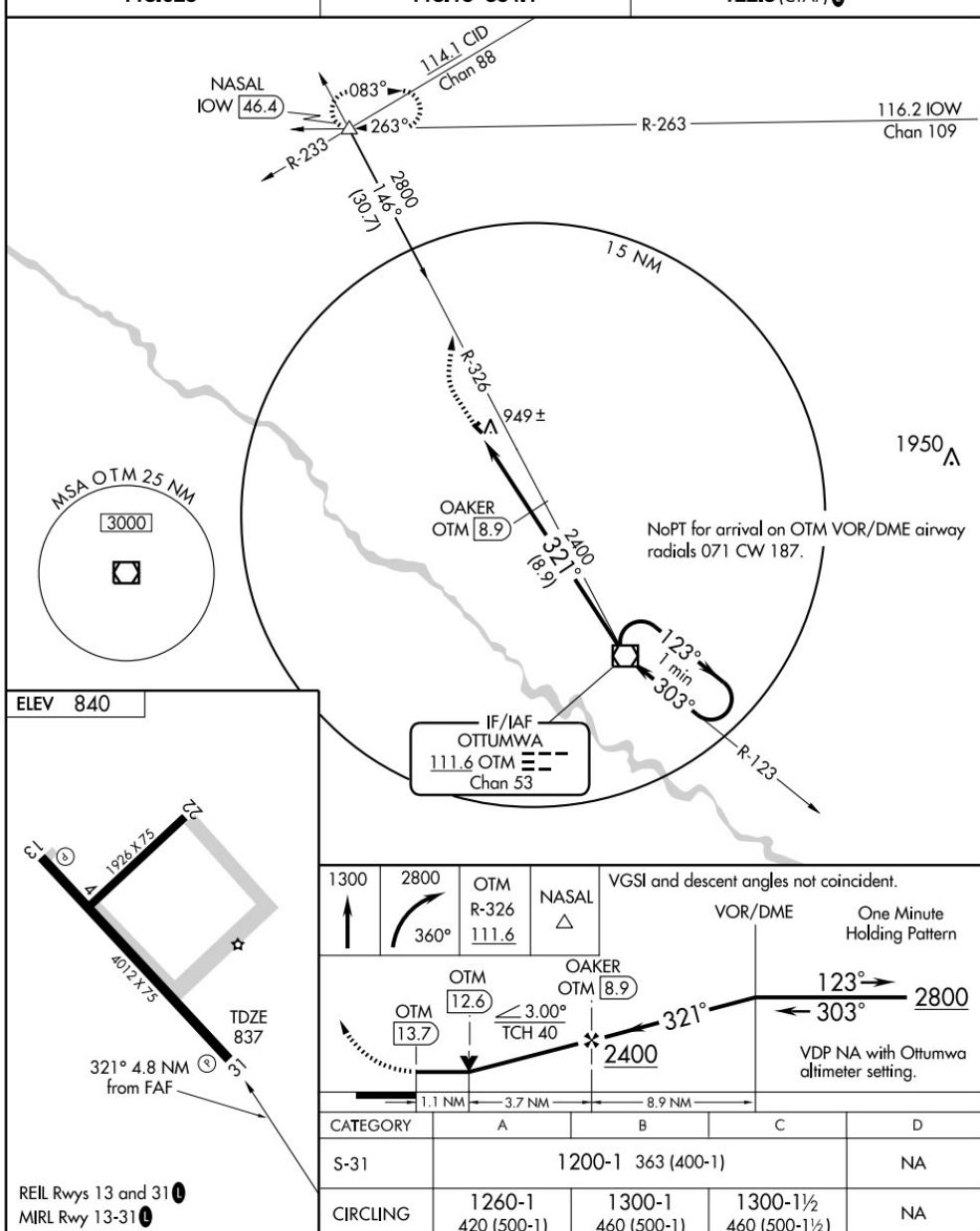
VOR/DME RWY 31

OSKALOOSA MUNI (OOA)

VOR/DME OTM
111.6 Chan 53 APP CRS 321° Rwy Idg 4003 TDZE 837 Apt Elev 840

T If local altimeter setting not received, use Ottumwa altimeter setting and increase all MDAs 20 feet.
NA

MISSIED APPROACH: Climb to 1300 then climbing right turn to 2800 via heading 360° and OTM R-326 to NASAL Int/IOW 46.4 DME and hold.

AWOS-3
118.625CHICAGO CENTER
118.15 354.1UNICOM
122.8 (CTAF) 0

AIRPORT DIAGRAM

AL-915 (FAA)

OTTUMWA RGNL (OTM)
OTTUMWA, IOWA

ASOS
124.175
CTAF/UNICOM
123.0

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
845

ELEV
840

898 ± A

ELEV
841

5178 X 200

5885 X 150

C

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

A

223.8°
ELEV
836

31
ELEV
838FIRE
STATION

RWY 4-22
S42, D65, ST83, DT120
RWY 13-31
S80, D105, ST133, DT175

92° 27.5'W

92° 27.0'W

92° 26.5'W

NC-3, 17 DEC 2009 to 14 JAN 2010

VAR 1.2° E

A

A

A

A

A

A

A

OTTUMWA, IOWA

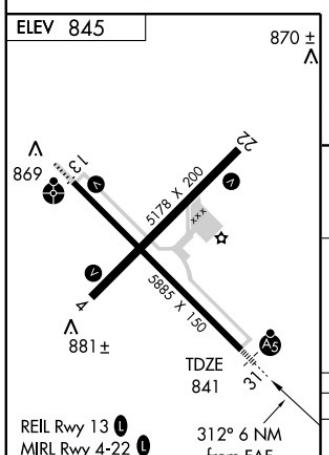
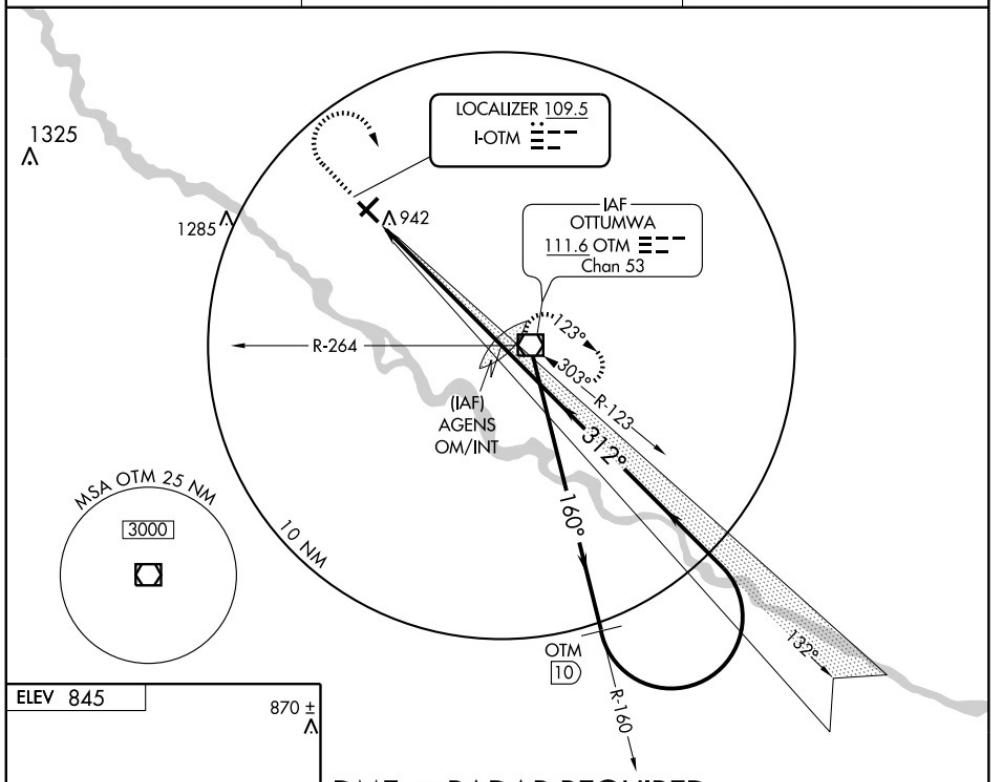
AL-915 (FAA)

LOC I-OTM	APP CRS	Rwy Idg	5885
109.5	312°	TDZE	841
		Apt Elev	845

ILS RWY 31

OTTUMWA RGNL (OTM)

V	Circling not authorized at night to Rwy 4.	MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct OTM VOR/DME and hold.
NA	When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet.	A5	

ASOS
124.175CHICAGO CENTER
118.15 354.1UNICOM
123.0 (CTAF)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NC-3 17 DEC 2009 to 14 JAN 2010

LOC/DME BC RWY 13

OTTUMWA RGNL (OTM)

LOC	I-OTM	APP CRS	Rwy Idg	5885
			TDZE	844
109.5			Apt Elev	845

DME from OTM VOR/DME. Simultaneous reception of I-OTM and OTM DME required. When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.



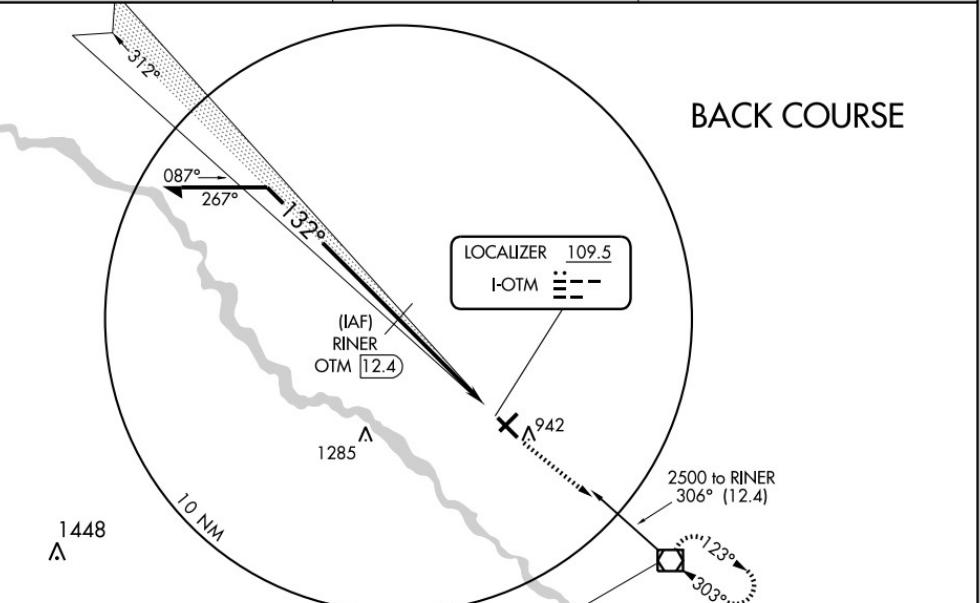
MISSSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF)

BACK COURSE



Remain within 10 NM

RINER OTM **12.4**

2500

132°

312°

2400

3.00°

TCH 41

OTM **8.4**

2500

OTM **111.6**

Disregard glide slope indications.

CATEGORY	A	B	C	D
S-13	1220-1	376 (400-1)		NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

FAF to MAP 4 NM

Knots 60 90 120 150 180

Min:Sec 4:00 2:40 2:00 1:36 1:20

REIL Rwy 13-1
MIRL Rwy 4-22
HIRL Rwy 13-31

RNAV (GPS) RWY 13

OTTUMWA RGNL (OTM)

WAAS CH 86300 W13A	APP CRS 132°	Rwy Idg 5885 844 845
--------------------------	-----------------	----------------------------

DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (117°F).
When local altimeter setting not received, use Oskaloosa
altimeter setting and increase all DA/MDA 20 feet.
Baro-VNAV NA when using Oskaloosa altimeter setting.
Inoperative table does not apply to LPV.

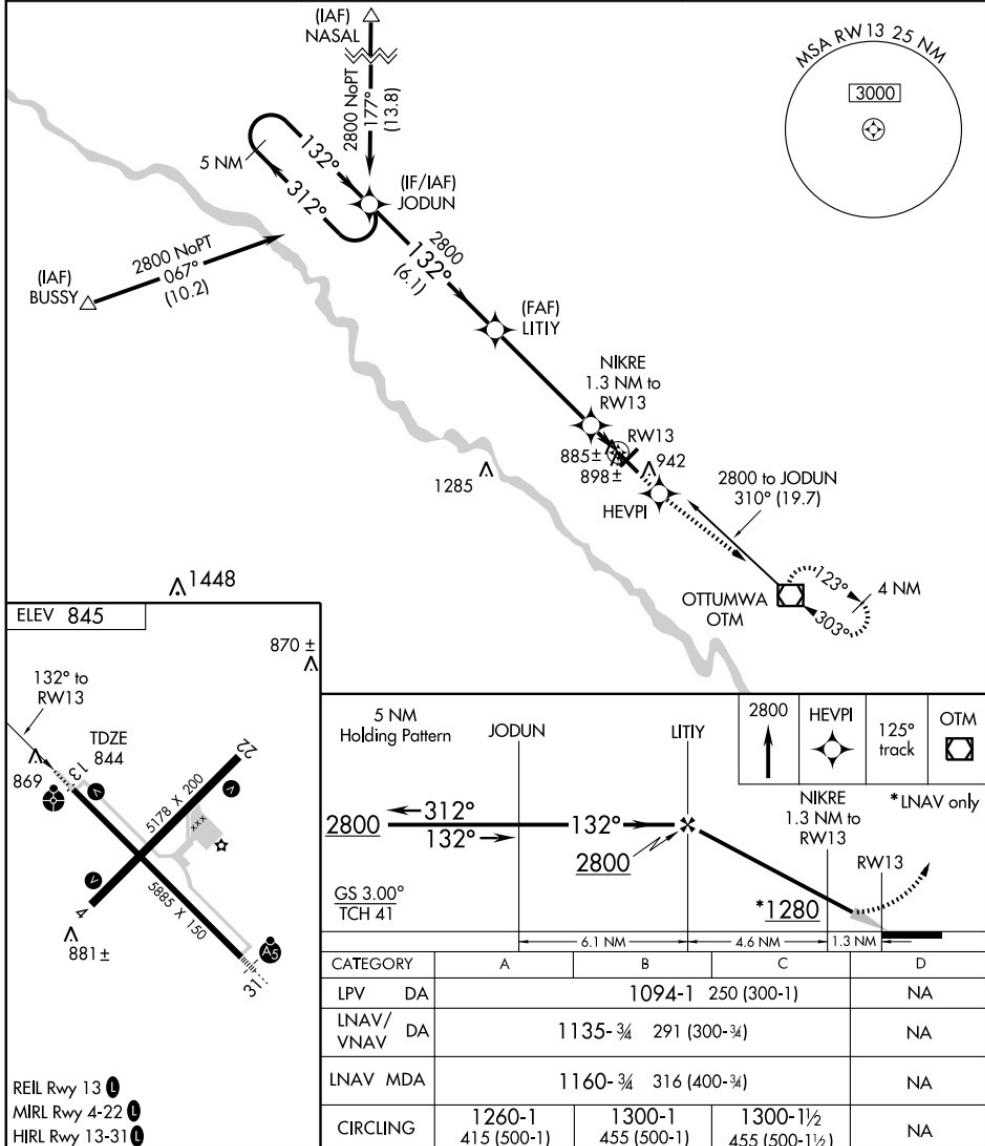


MISSED APPROACH: Climb to 2800 direct HEVPI
and via 125° track to OTM VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF)



OTTUMWA, IOWA

AL-915 (FAA)

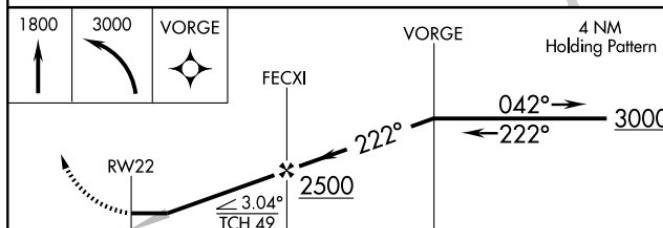
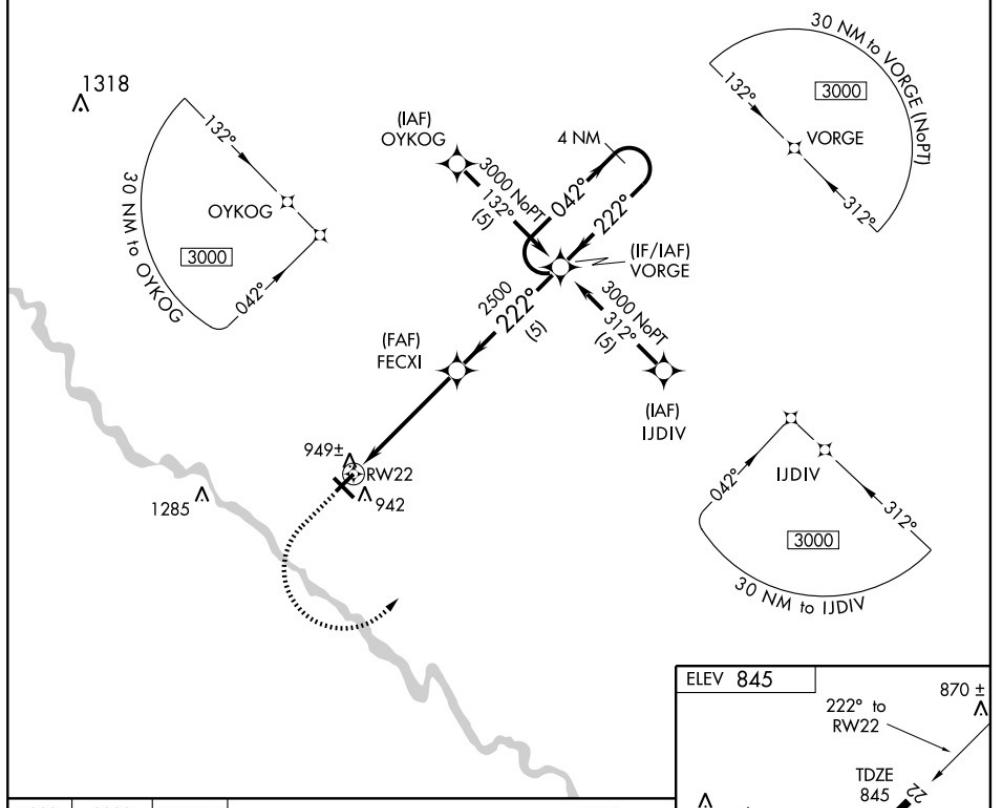
RNAV (GPS) RWY 22

OTTUMWA RGNL (OTM)

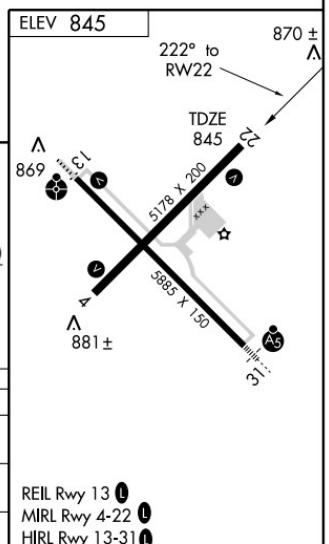
APP CRS 222°	Rwy Idg 5178
TDZE 845	845
Apt Elev 845	

DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Oskaloosa
altimeter setting and increase all MDA 20 feet.

MISSSED APPROACH: Climb to 1800, then climbing left
turn to 3000 direct VORGE WP and hold.

ASOS
124.175CHICAGO CENTER
118.15 354.1UNICOM
123.0 (CTAF) 1

CATEGORY	A	B	C	D
LNAV/ DA VNAV	NA			
LNAV MDA	1200-1 355 (400-1)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA



RNAV (GPS) RWY 31

OTTUMWA RGNL (OTM)

WAAS CH 93611	APP CRS 312°	Rwy Idg 5885 TDZE 841 Apt Elev 845
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- V** For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
- A** Baro-VNAV and VDP NA when using Fairfield altimeter setting. When local altimeter setting not received, use Fairfield altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LNAV/VNAV all cats and LNAV Cat C $\frac{1}{4}$ mile. For inoperative MALSR when using Fairfield altimeter setting, increase LPV all Cats visibility to 1 mile.



MISSIED APPROACH: Climb to 2800 direct JODUN and hold.

ASOS

124.175

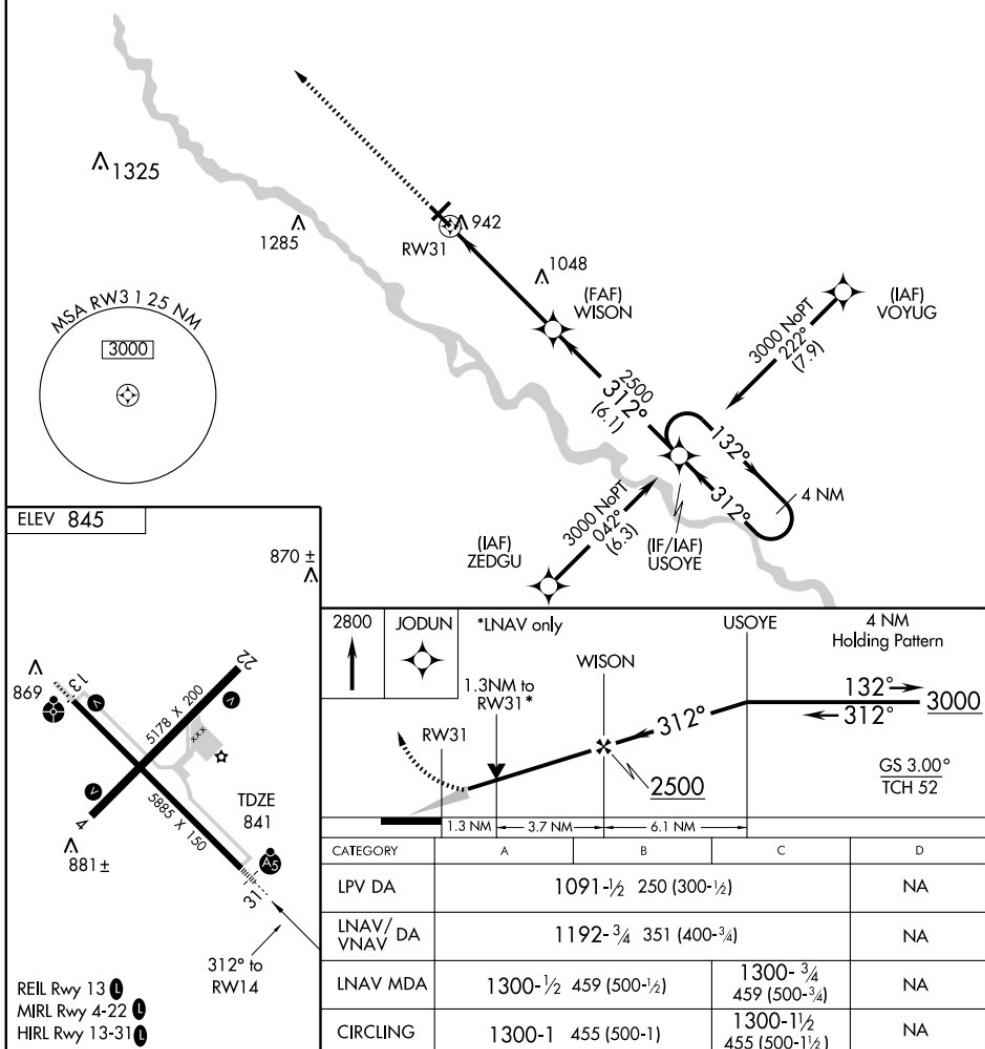
CHICAGO CENTER

118.15 354.1

UNICOM

123.0 (CTAF)

Procedure NA for arrivals at ZEDGU via V206 southbound, and arrivals at VOYUG via V434 eastbound.



OTTUMWA, IOWA

AL-915 (FAA)

VOR/DME RWY 13

OTTUMWA RGNL (OTM)

VOR/DME OTM	APP CRS	Rwy Idg	5885
111.6	124°	TDZE	844
Chan 53		Apt Elev	845

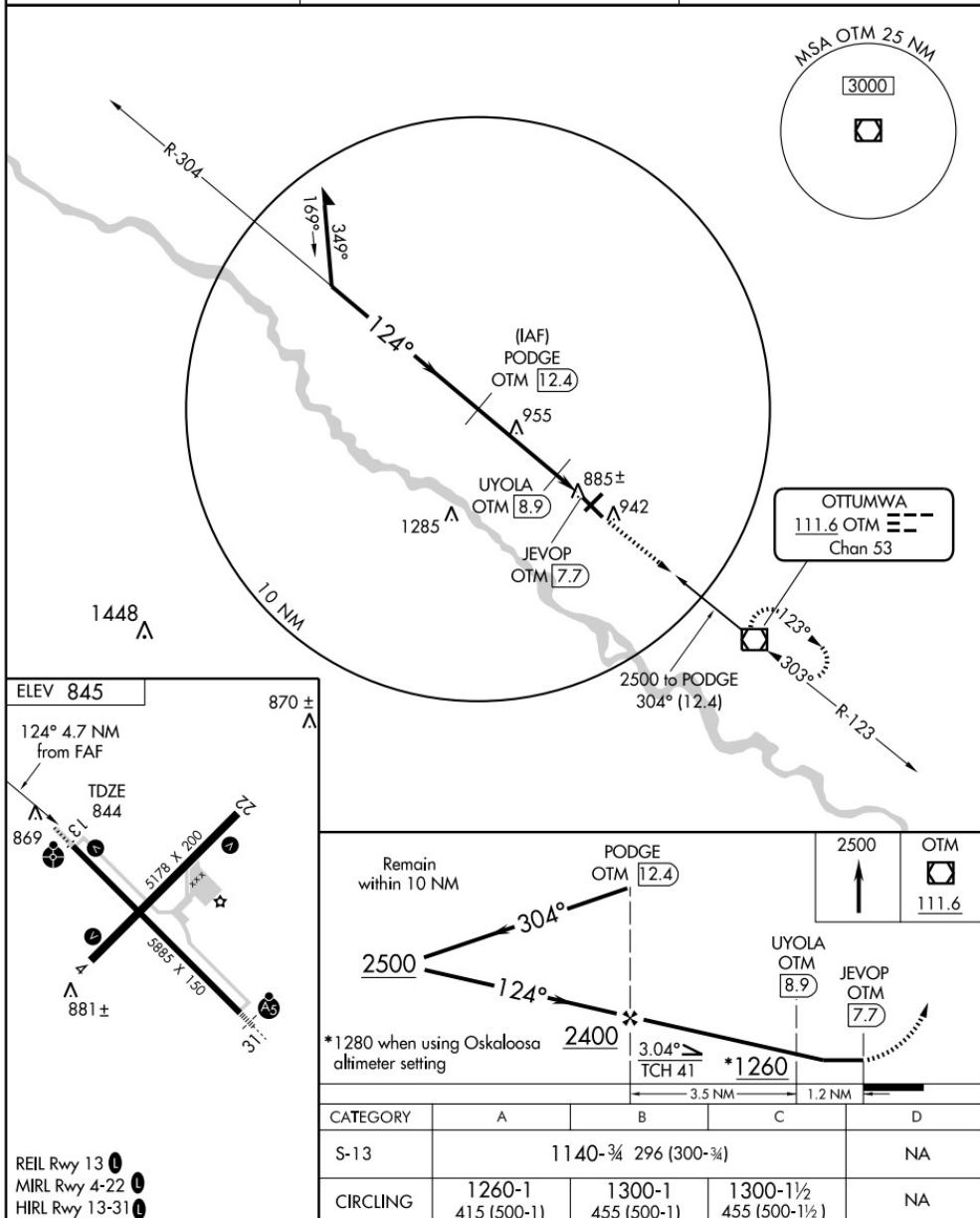
ODALS


MISSSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF)



OTTUMWA, IOWA

AL-915 (FAA)

VOR RWY 31

OTTUMWA RGNL (OTM)

VOR/DME OTM 111.6 Chan 53 APP CRS 303° Rwy Idg 5885 TDZE 841 Apt Elev 845

When local altimeter setting not received, use Fairfield altimeter setting and increase all MDA 60 feet, increase S-31 Cat C and ZARVO fix minimums S-31 Cat C visibility $\frac{1}{4}$ mile.

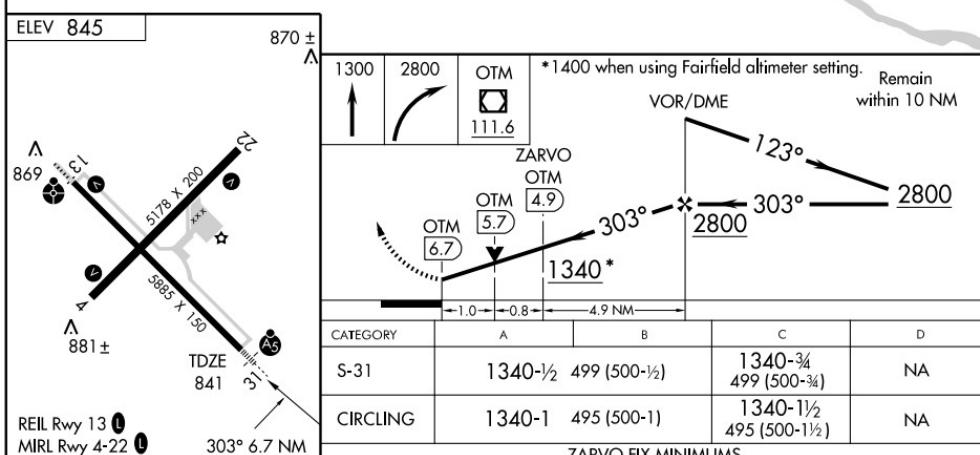
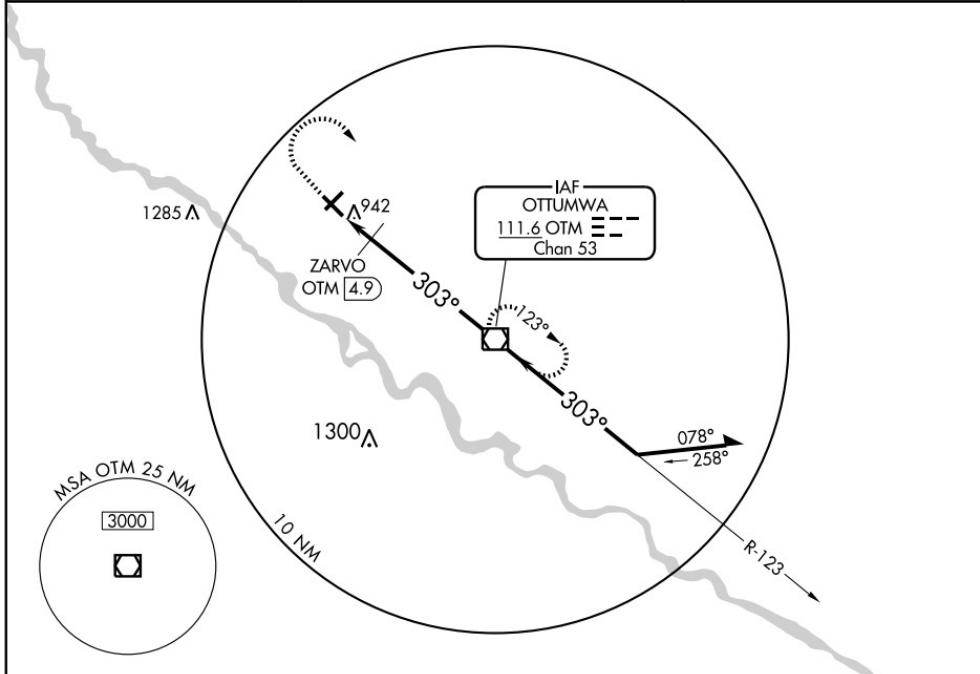
MALSR
A5

MISSSED APPROACH: Climb to 1300 then climbing right turn to 2800 direct OTM VOR/DME and hold.

ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) 0



Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

PELLA, IOWA

AL-6034 (FAA)

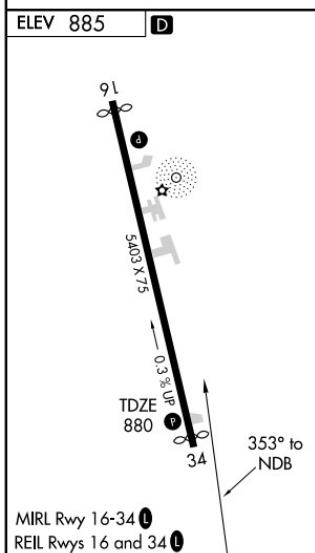
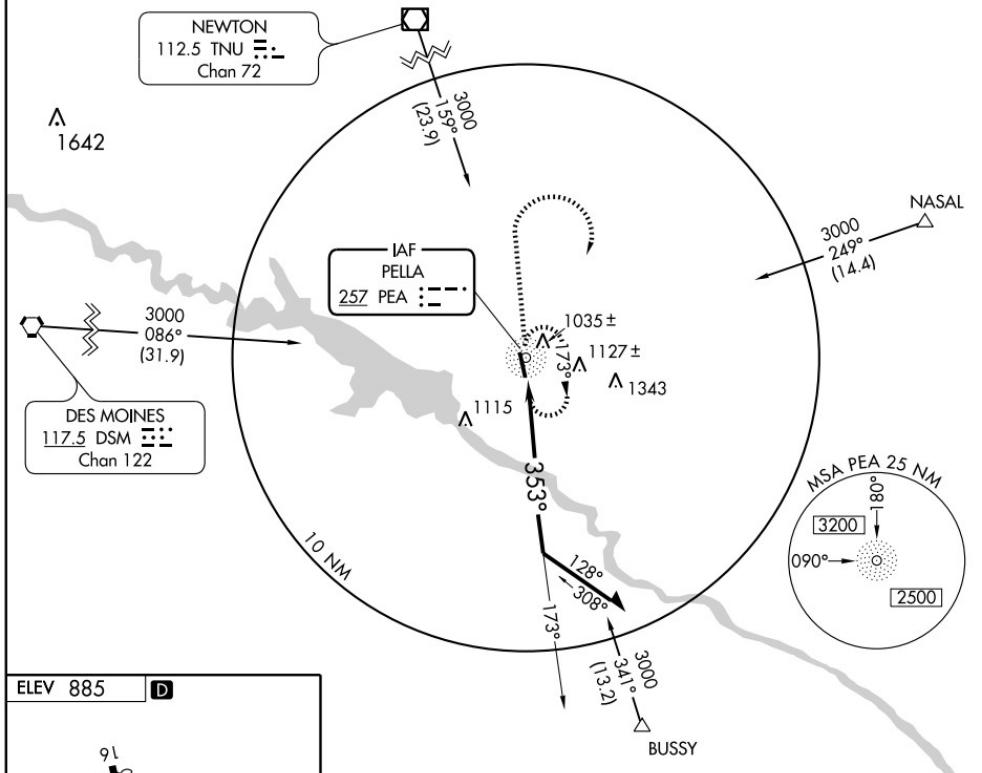
NDB PEA 257	APP CRS 353°	Rwy Idg 5000 TDZE 880 Apt Elev 885
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NDB RWY 34

PELLA MUNI (PEA)

▼ When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

MISSSED APPROACH: Climb to 2500 then right turn direct PEA NDB and hold.

AWOS-3
118.875DES MOINES APP CON
123.9 307.15UNICOM
122.8 (CTAF) 0

CATEGORY	A	B	C	D
S-34	1420-1	540 (600-1)	1420-1½ 540 (600-1½)	NA
CIRCLING	1420-1	535 (600-1)	1440-1½ 555 (600-1½)	NA

RNAV (GPS) RWY 16

PELLA MUNI (PEA)

WAAS CH 77610	APP CRS 165°	Rwy Idg TDZE Apt Elev	5000 885 885
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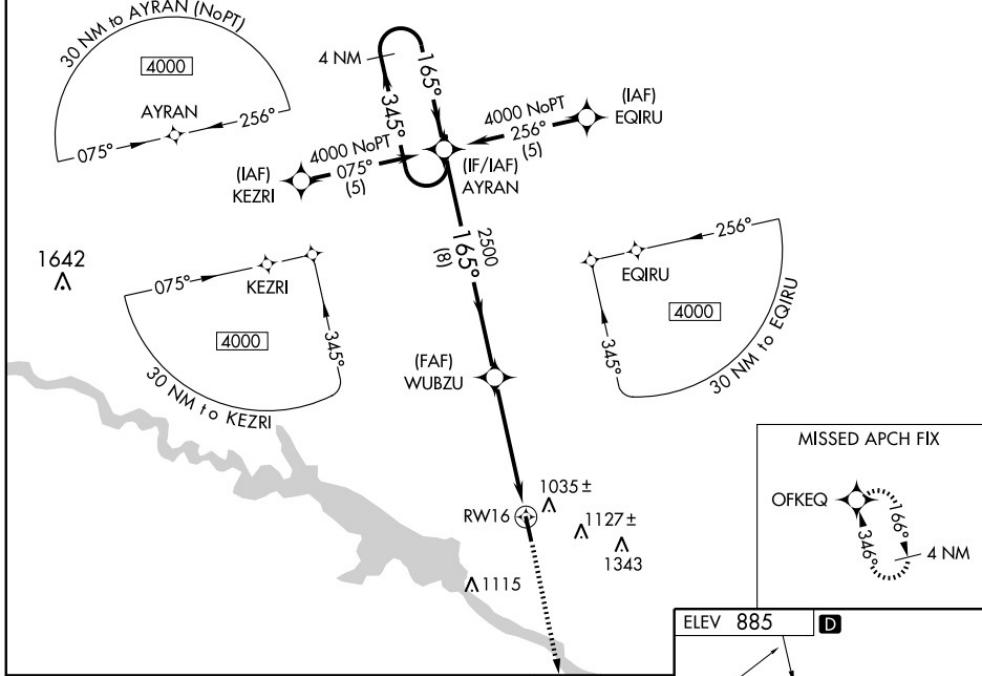
V DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
A Baro-VNAV NA when using Knoxville altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
 When local altimeter setting not received, use Knoxville altimeter setting and increase all DA 29 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.

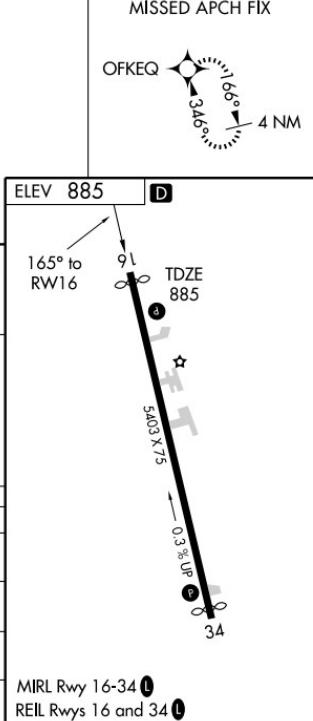
AWOS-3
118.875

DES MOINES APP CON
123.9 307.15

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1232-1½	347 (400-1½)		NA
LNAV/ VNAV DA	1288-1½	403 (500-1½)		NA
LNAV MDA	1360-1	475 (500-1)	1360-1½ 475 (500-1½)	NA
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA



APP CRS 345°	Rwy Idg 5000
TDZE 879	Apt Elev 885

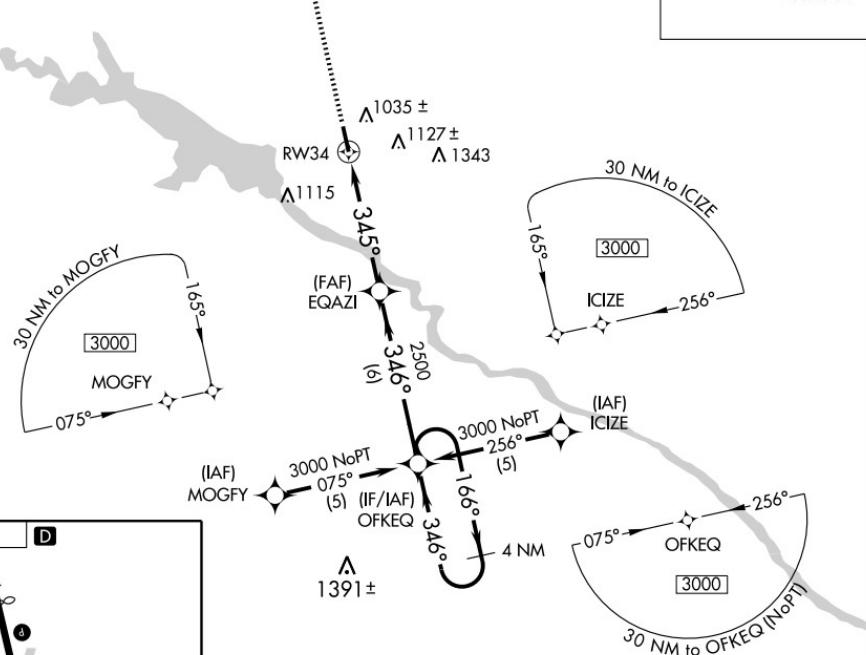
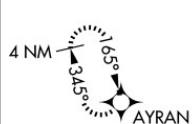
RNAV (GPS) RWY 34 PELLA MUNI (PEA)

T DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

A MISSED APPROACH: Climb to 4000 direct AYRAN and hold.

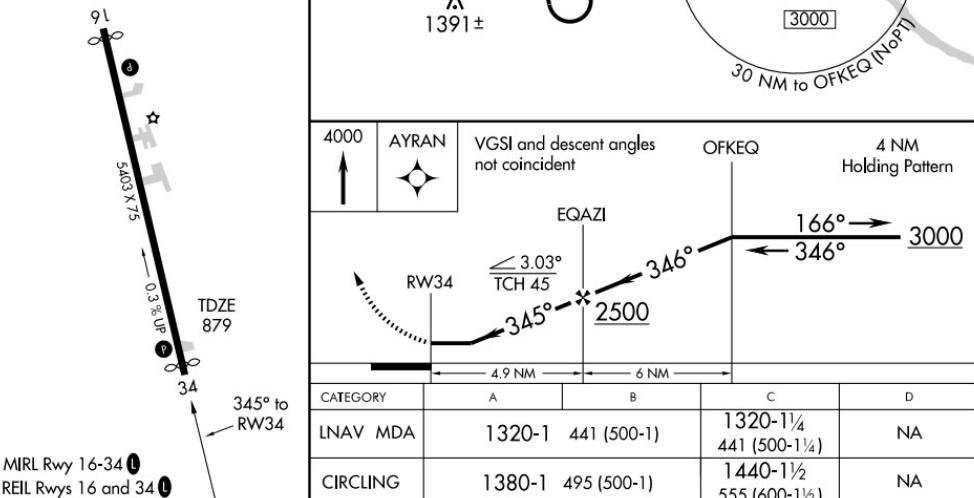
AWOS-3
118.875DES MOINES APP CON
123.9 307.15UNICOM
122.8 (CTAF) 0

MISSSED APCH FIX



ELEV 885

D



APP CRS 135°	Rwy Idg 4001
	TDZE 1012
	Apt Elev 1013

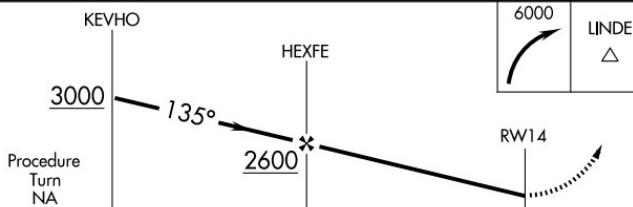
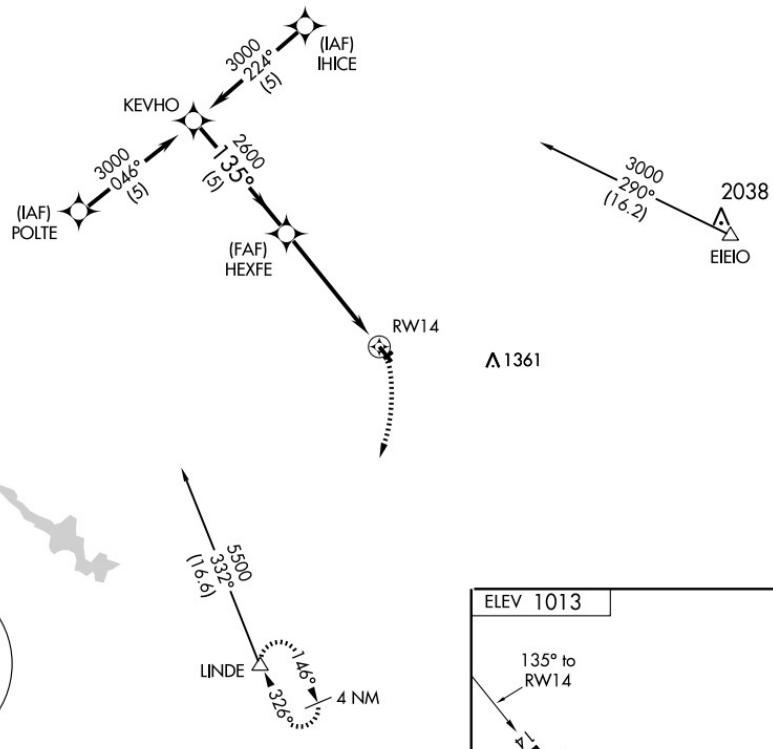
V When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.
 ▲ NA

MISSED APPROACH: Climbing right turn to 6000 direct LINDE WP and hold.

AWOS-3
118.0

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-14	1480-1	468 (500-1)		NA
CIRCLING	1480-1	467 (500-1)		NA

MIRL Rwy 14-32 0
REIL Rwy 14 and 32 0

NDB PRO <u>251</u>	APP CRS 130°	Rwy Idg TDZE Apt Elev	4001 1012 1013
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NDB RWY 14
PERRY MUNI (PRO)

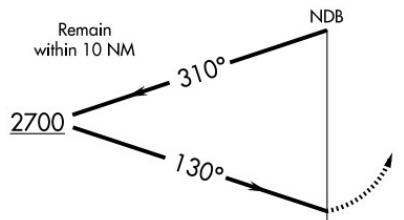
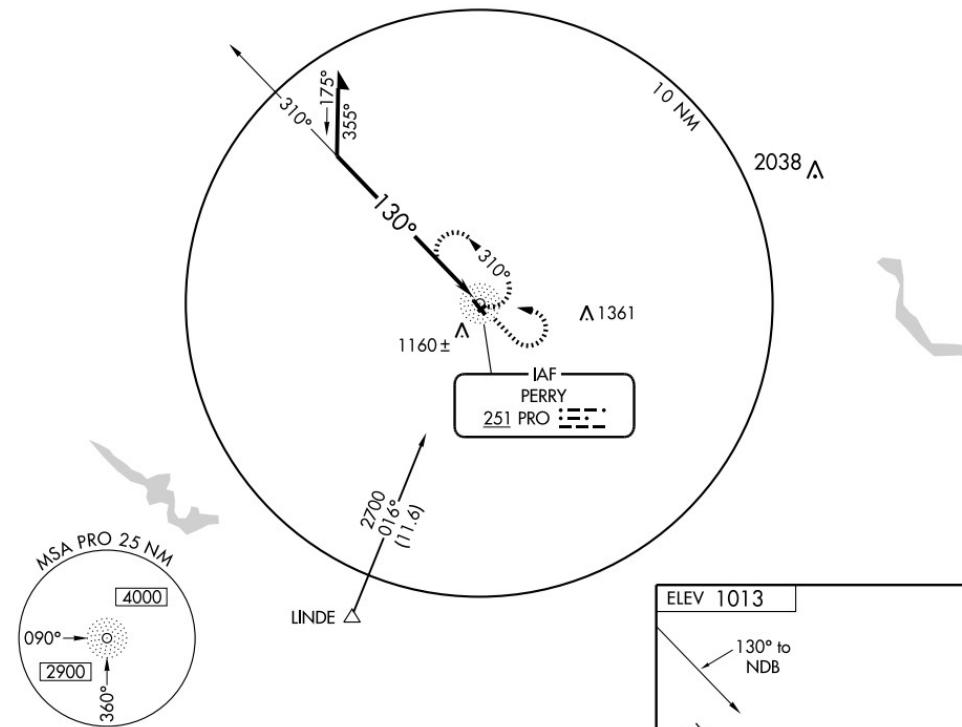
T
ANA When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

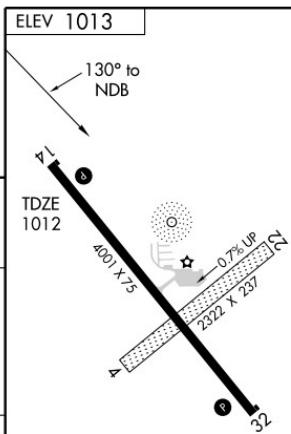
AWOS-3
118.0

DES MOINES APP CON
135.2 360.7

UNICOM
122.8 (CTAF) 1



CATEGORY	A	B	C
S-14	1640-1	628 (700-1)	NA
CIRCLING	1640-1	627 (700-1)	NA



NDB RWY 32

PERRY MUNI (PRO)

NDB PRO 251	APP CRS 325°	Rwy Idg 4001 TDZE 1012 Apt Elev 1013
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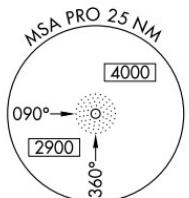
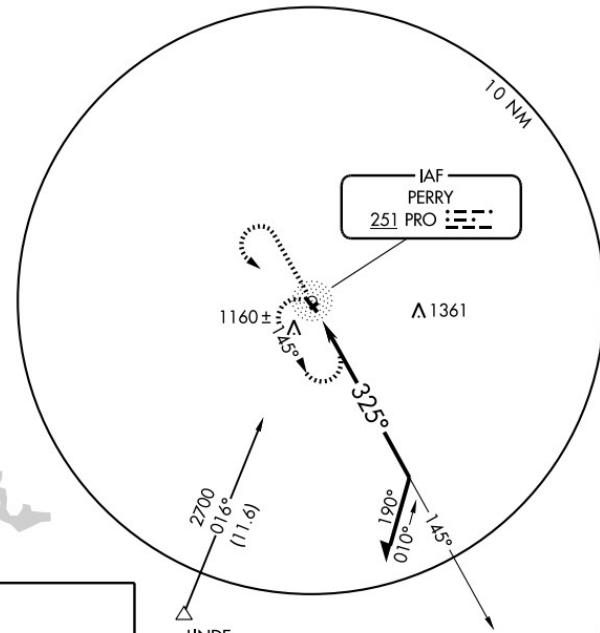
VNA When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSIED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

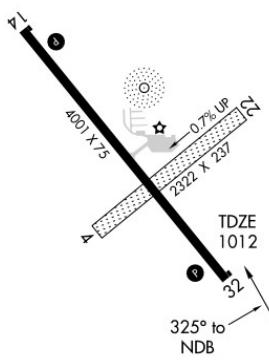
AWOS-3
118.0

DES MOINES APP CON
135.2 360.7

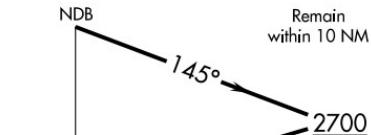
UNICOM
122.8 (CTAF) 0



ELEV 1013



MIRL Rwy 14-32
REIL Rwy 14 and 32



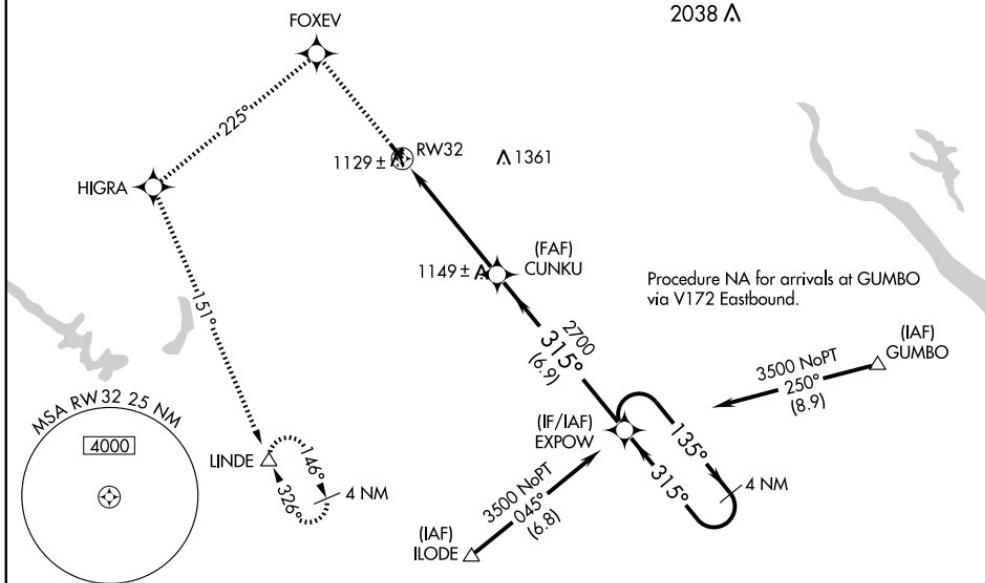
CATEGORY	A	B	C	D
S-32	1680-1	668 (700-1)		NA
CIRCLING	1680-1	667 (700-1)		NA

WAAS CH 90508 W32A	APP CRS 315°	Rwy Idg TDZE Apt Elev	4001 1012 1013
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RNAV (GPS) RWY 32

PERRY MUNI (PRO)

<p>T When local altimeter setting not received, use Boone altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV visibility $\frac{1}{4}$ mile all Cats.</p> <p>A NA Baro-VNAV NA when using Boone altimeter setting.</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).</p> <p>Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3500 direct FOXEV and via 225° track to HIGRA and via 151° track to LINDE and hold.</p>
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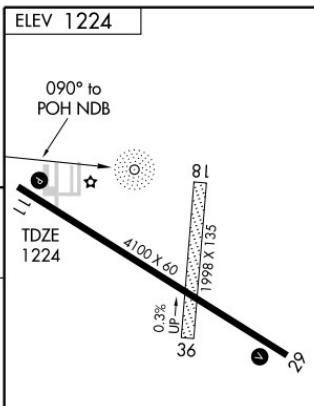
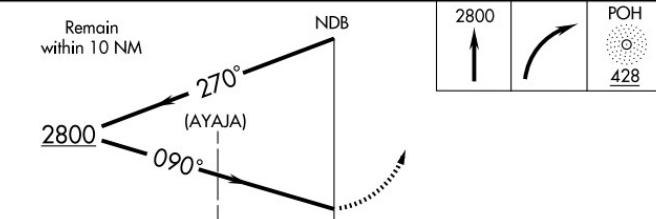
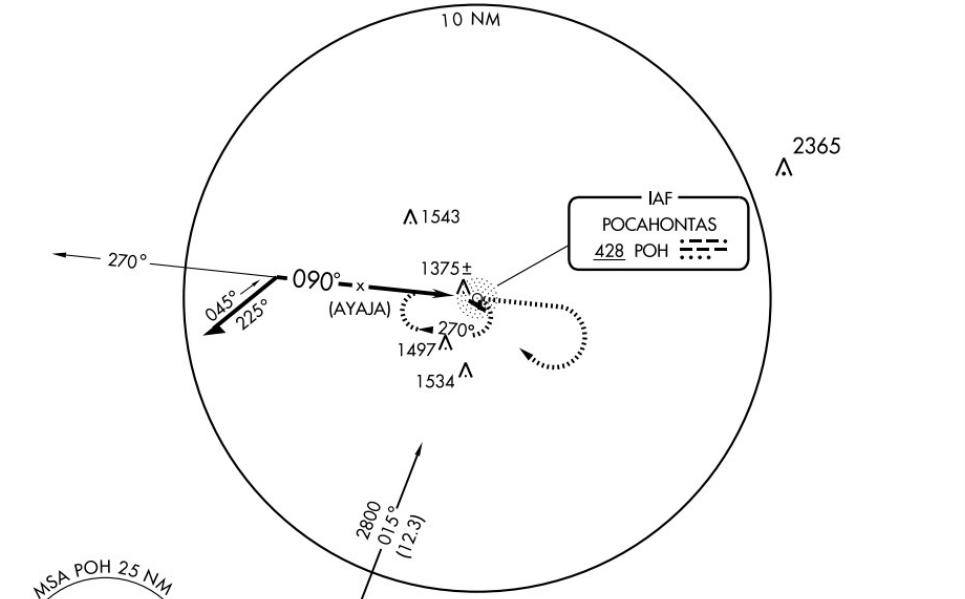
AWOS-3
118.0DES MOINES APP CON
135.2 360.7UNICOM
122.8 (CTAF) **L**

ELEV 1013	3500	FOXEV	225° track	HIGRA	151° track	LINDE	EXPOW	4 NM Holding Pattern
VGS and RNAV glidepath not coincident.								
	RW32			CUNKU			135°	3500
					315°		315°	
					2700			GS 3.00° TCH 40
						5.1 NM	6.9 NM	
	A	B	C	D				
LPV DA	1262-1 250 (300-1)							NA
LNAV/VNAV DA	1399-1½ 387 (400-1½)							NA
LNAV MDA	1380-1 368 (400-1)							NA
CIRCLING	1440-1 427 (500-1)	1480-1 467 (500-1)						NA

NDB POH 428	APP CRS 090°	Rwy Idg 4100 TDZE 1224 Apt Elev 1224
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NDB or GPS RWY 11 POCAHONTAS MUNI (POH)

V NA	Use Fort Dodge altimeter setting.	MISSIED APPROACH: Climb to 2800 then right turn direct POH NDB and hold.
MINNEAPOLIS CENTER 134.0 288.3		UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
S-11	1880-1	656 (700-1)	1880-1¾ 656 (700-1¾)	NA
CIRCLING	1880-1 656 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

REIL Rwy 11 and 29 L
MIRL Rwy 11-29 L

POCAHONTAS, IOWA

AL-6108 (FAA)

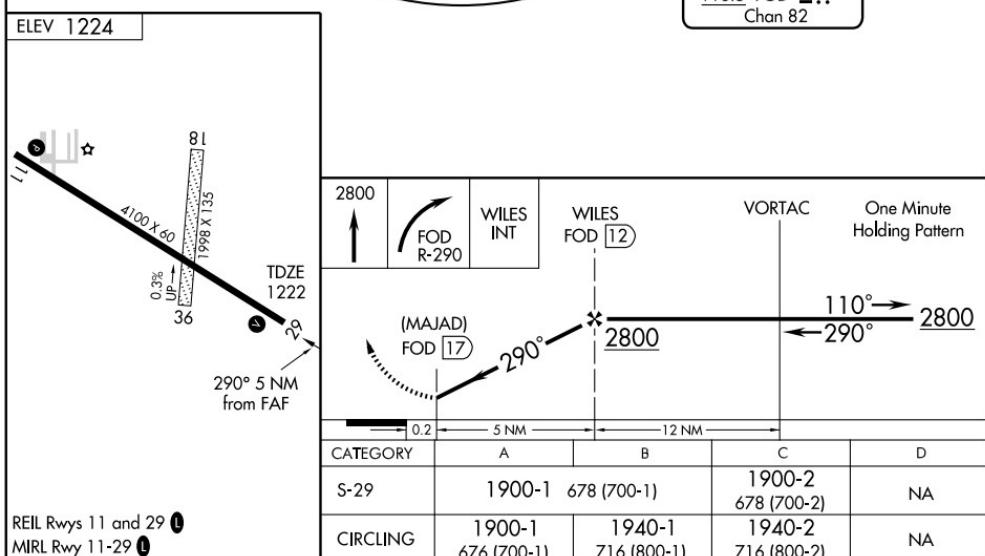
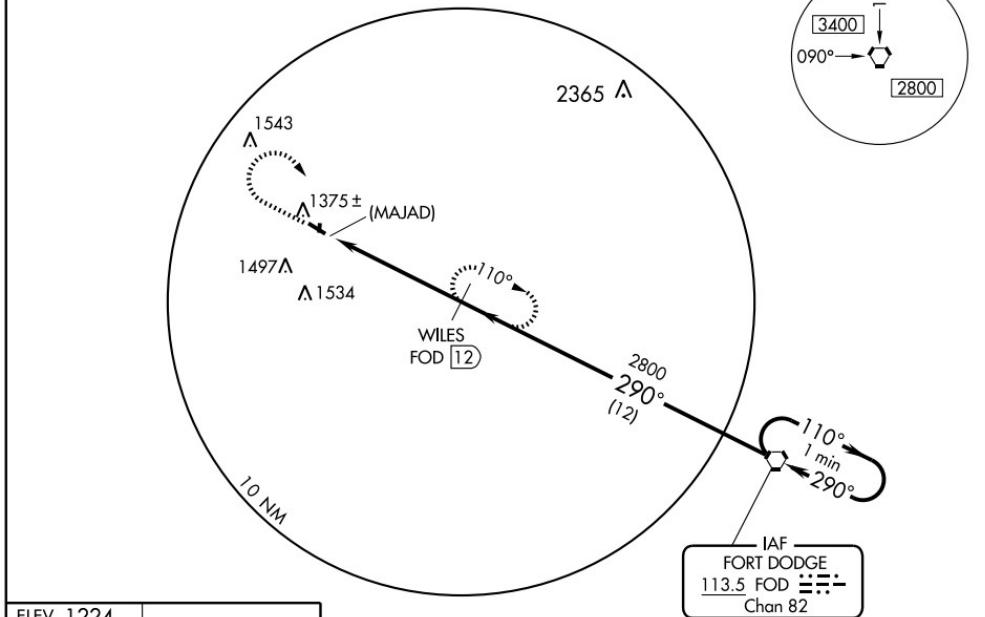
VORTAC FOD 113.5 Chan 82	APP CRS 290°	Rwy Idg 4100 TDZE Apt Elev 1222
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VOR/DME or GPS RWY 29

POCAHONTAS MUNI (POH)

NA Use Fort Dodge altimeter setting.	MISSDED APPROACH: Climb to 2800 then right turn via FOD R-290 to WILES and hold.
MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)

No Procedure Turn for arrivals on radials 003 clockwise 215.



NDB RWY 17

RED OAK MUNI (RDK)

NDB RDK	APP CRS	2901
230	Rwy Idg	1044
	TDZE	1044
	Apt Elev	1044

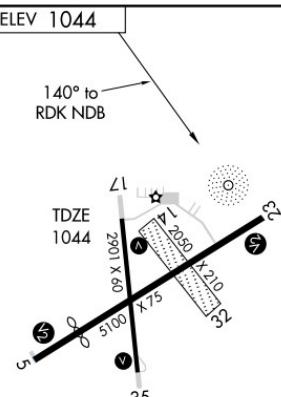
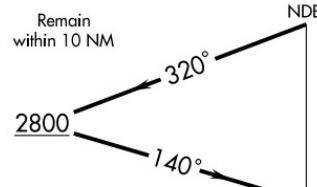
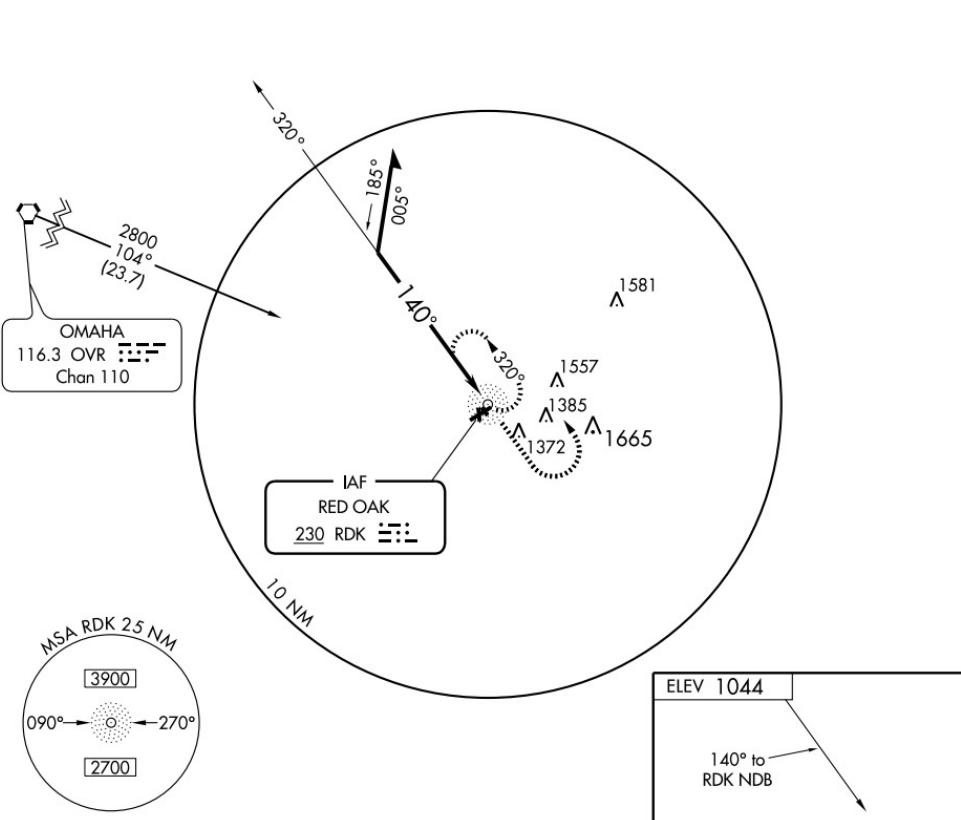
MISSED APPROACH: Climb to 2800 then left turn direct RDK NDB and hold.

AWOS-3
119.775

OMAHA APP CON
124.5 263.0

GCO
121.725

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-17	1760-1	716 (800-1)		NA
CIRCLING	1760-1	716 (800-1)		NA

MIRL Rwy 5-23 and 17-35
REIL Rwy 5 and 23

APP CRS 054°	Rwy Idg 4100 TDZE 1043 Apt Elev 1045
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RNAV (GPS) RWY 5

RED OAK MUNI (RDK)

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet and increase Circling Cat B visibility $\frac{1}{4}$ mile. VDP NA when using Shenandoah altimeter setting.

MISSSED APPROACH: Climb to 3000 direct HOBEG and right turn via track 147° to SAJHO and hold.

AWOS-3
119.775

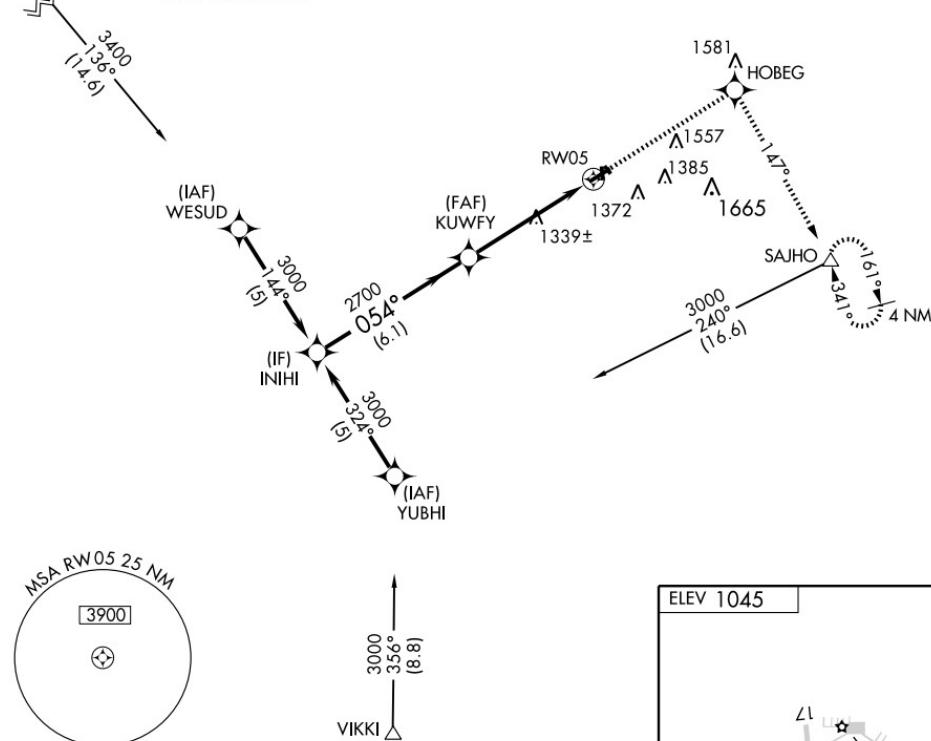
OMAHA APP CON
124.5 263.0

GCO
121.725

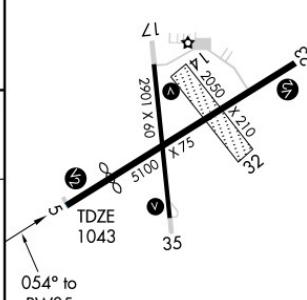
UNICOM
122.8 (CTAF)

OMAHA
OVR

Procedure NA for arrivals at OVR
VORTAC via V6-8 Westbound and
V307 Northbound.



ELEV 1045



RNAV (GPS) RWY 17

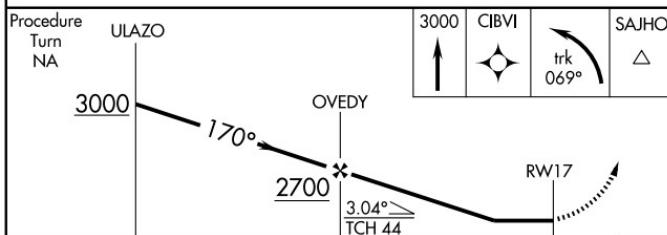
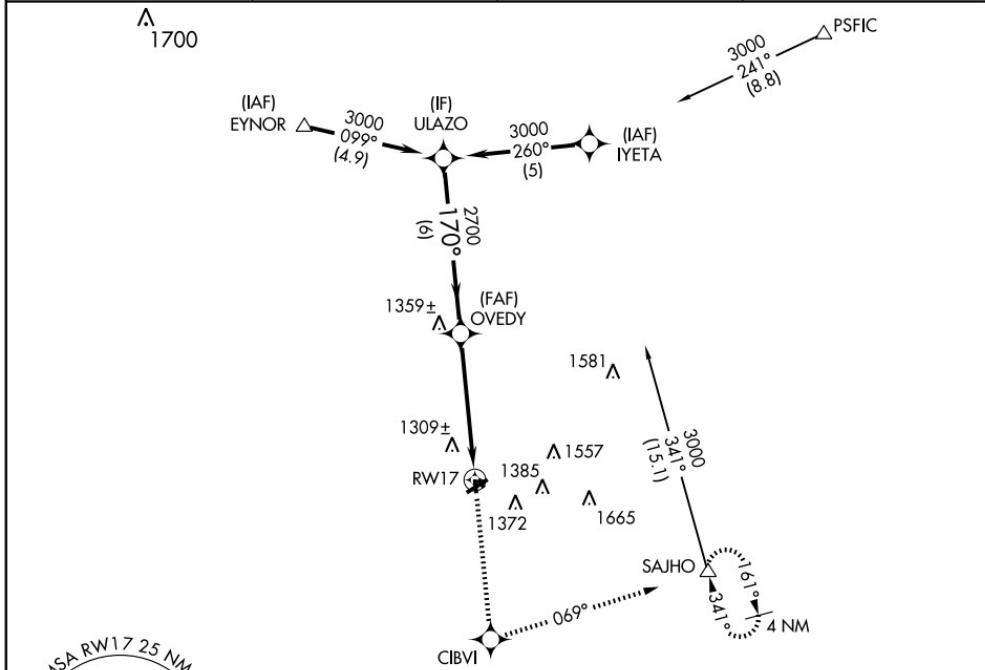
RED OAK MUNI (RDK)

APP CRS 170°	Rwy Idg 2901
TDZE 1045	Appt Elev 1045

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet, and increase Circling Cat B visibility $\frac{1}{4}$ mile.

MISSSED APPROACH: Climb to 3000 direct CIBVI and left turn via track 069° to SAJHO and hold.

AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF)
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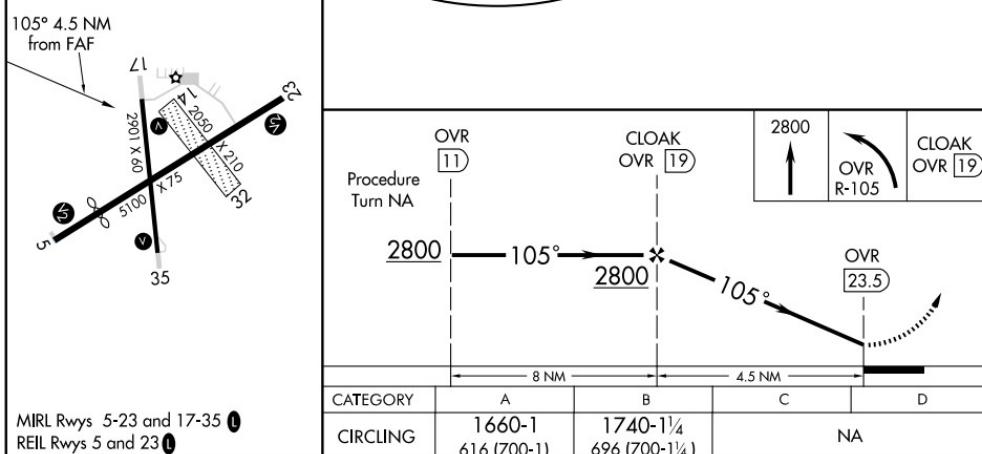
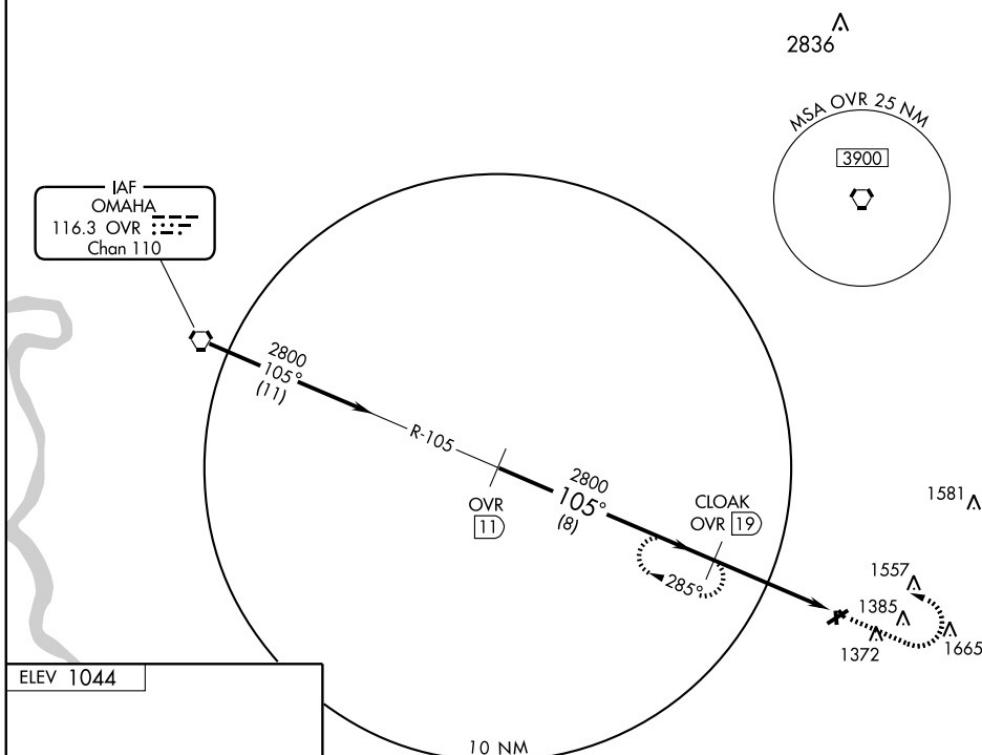
CATEGORY	A	B	C	D
LNAV MDA	1600-1	555 (600-1)		NA
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)		NA

MIRL Rwys 5-23 and 17-35
REIL Rwys 5 and 23

VOR/DME-A
 RED OAK MUNI (RDK)

VORTAC OVR 116.3 Chan 110	APP CRS 105°	Rwy Idg TDZE Apt Elev	N/A N/A 1044
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T		MISSSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.	
AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF)



GPS RWY 16

ROCK RAPIDS MUNI (RRQ)

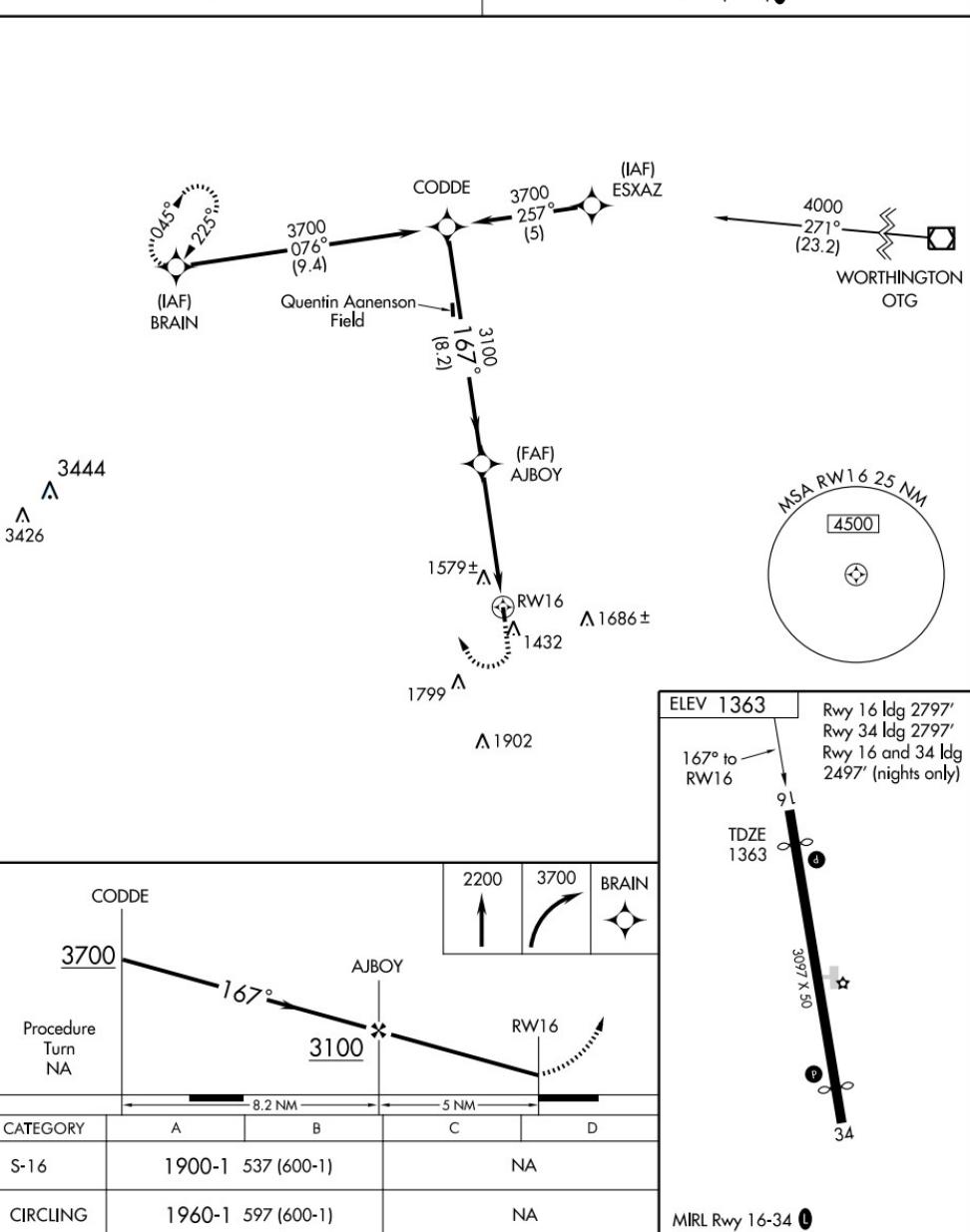
APP CRS 167°	Rwy Idg 2797*
TDZE	1363
Apt Elev	1363

▼ Use Sioux Falls, SD altimeter setting.
 ▲ NA * 2497' (nights only)

MISSED APPROACH: Climb to 2200, then climbing right turn to 3700 direct BRAIN WP and hold.

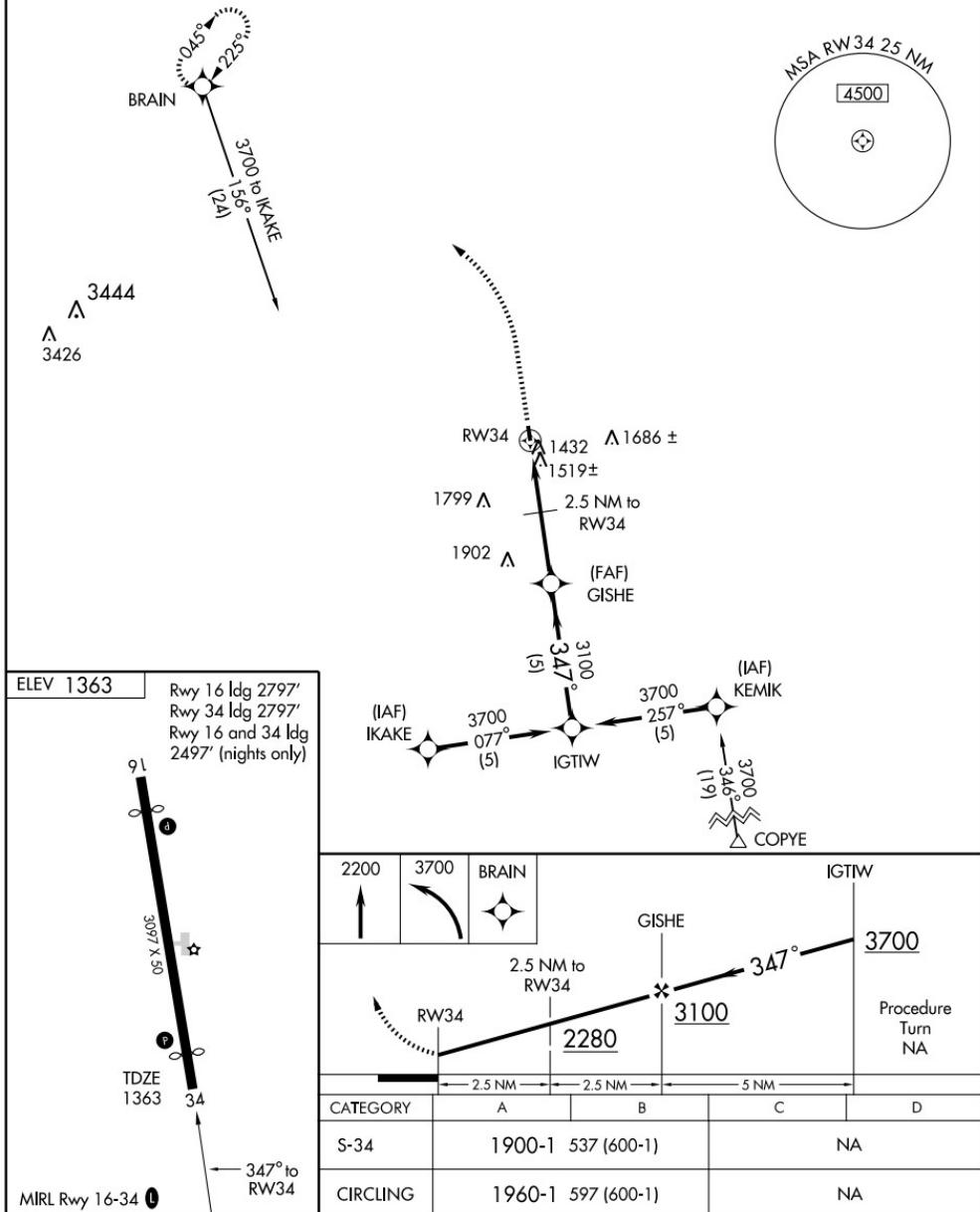
SIOUX FALLS APP CON★
126.9 267.9

UNICOM
122.8 (CTAF)



APP CRS 347°	Rwy Idg 2797 * TDZE 1363 Apt Elev 1363
------------------------	---

V NA	Use Sioux Falls, SD altimeter setting. * 2497' (nights only)	MISSED APPROACH: Climb to 2200, then climbing left turn to 3700 direct BRAIN WP and hold.
SIOUX FALLS APP CON★ 126.9 267.9		UNICOM 122.8 (CTAF) 0



SAC CITY, IOWA

AL-6143 (FAA)

NDB or GPS RWY 36

SAC CITY MUNI (SKI)

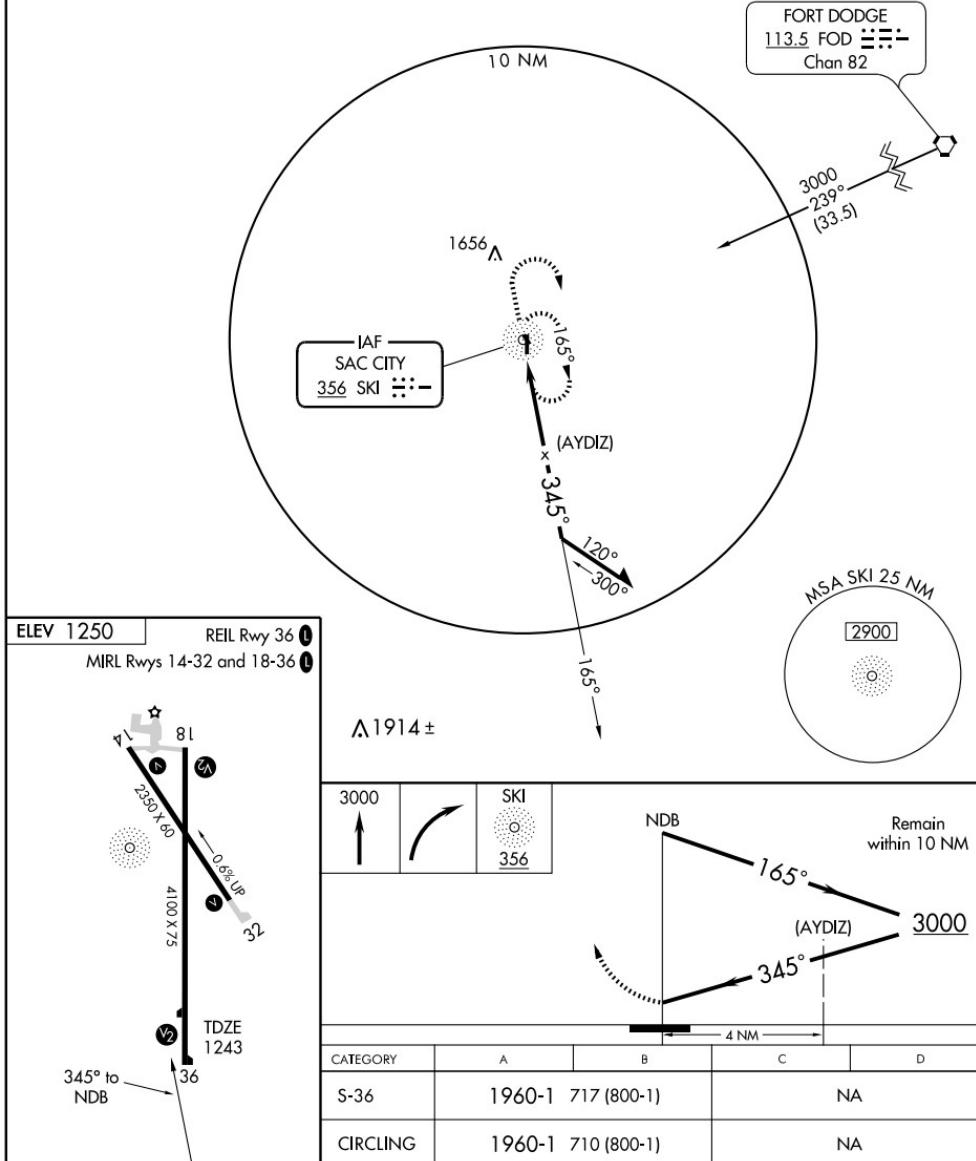
NDB SKI 356	APP CRS 345°	Rwy Idg 4100 1243 Apt Elev 1250
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▲ NA Use Fort Dodge altimeter setting.
Circling to Rwy 14-32 not authorized at night.

MISSIED APPROACH: Climb to 3000 then right turn direct
SKI NDB and hold.

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0



NDB SHL 338	APP CRS 335°	Rwy Idg 4199
TDZE 1418		
Apt Elev 1419		

NDB RWY 33
SHELDON MUNI (SHL)

▲ NA If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.

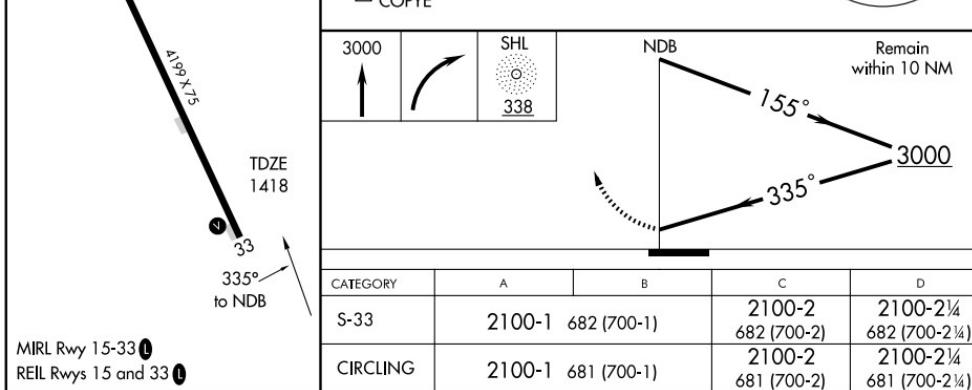
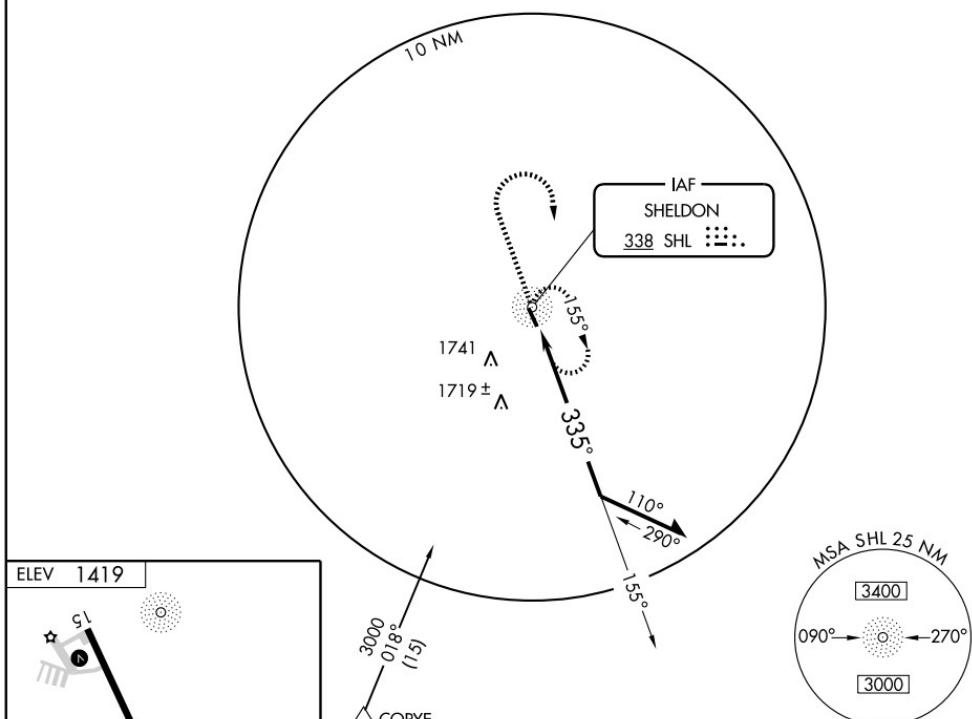
MISSIED APPROACH: Climb to 3000 then right turn direct SHL NDB and hold.

AWOS-3
119.775

FORT DODGE RADIO
122.15

UNICOM
122.8 (CTAF)

▲ 2107



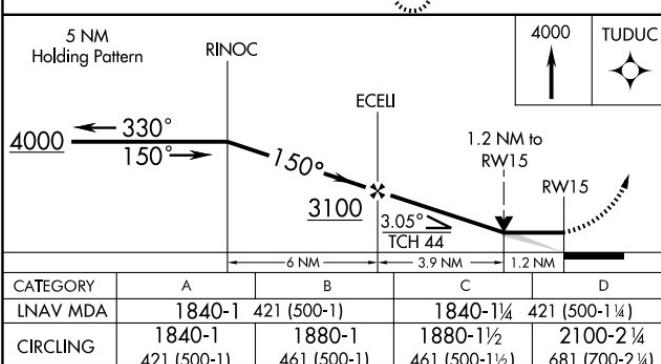
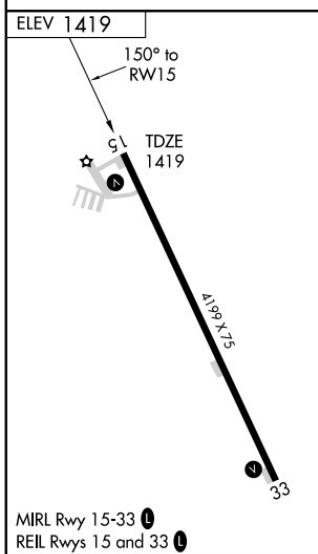
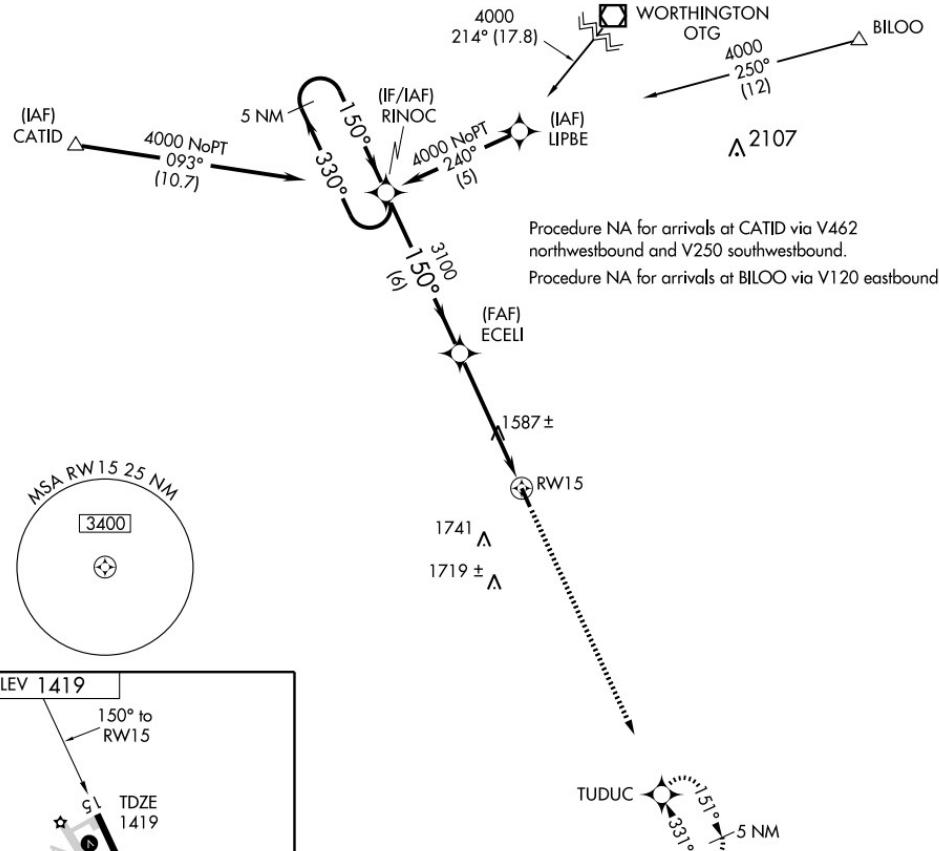
RNAV (GPS) RWY 15

SHELDON MUNI (SHL)

APP CRS 150°	Rwy Idg 4199 TDZE 1419 Apt Elev 1419
------------------------	--

A DME/DME RNP-0.3 NA. Procedure NA at night.
 If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
 VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct TUDUC and hold.

AWOS-3
119.775FORT DODGE RADIO
122.15UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 33

SHELDON MUNI (SHL)

APP CRS 330°	Rwy Idg 4199 TDZE 1418 Apt Elev 1419
------------------------	--

A DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night.
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
VDP NA when using Orange City Muni altimeter setting.

MISSIED APPROACH: Climb to 4000 direct RINOC and hold.

AWOS-3
119.775

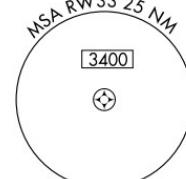
FORT DODGE RADIO
122.15

UNICOM
122.8 (CTAF)



A 2107

Procedure NA for arrivals at COPYE via V175 southwestbound.
Procedure NA for arrivals at RITTA via V219 northeastbound.



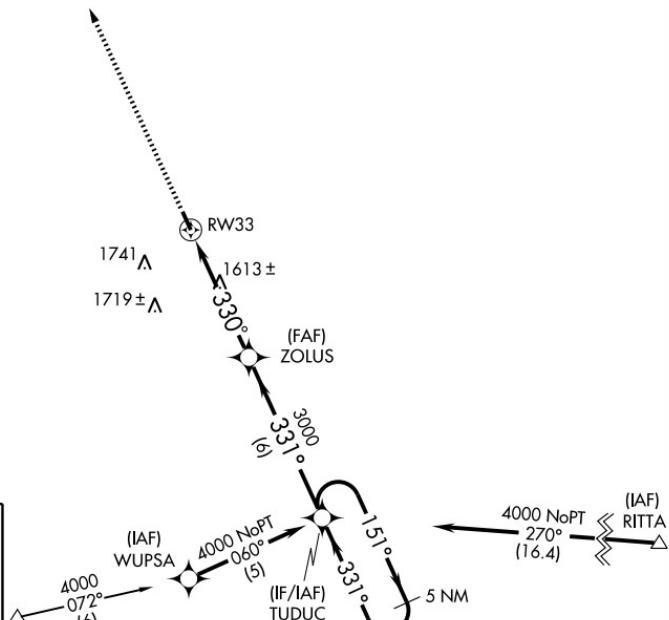
ELEV 1419



TDZE
1418

330° to
RW33

MIRL Rwy 15-33
REIL Rwy 15 and 33



CATEGORY	A	B	C	D
LNAV MDA	1880-1 462 (500-1)		1880-1 1/4 462 (500-1 1/4)	1880-1 1/2 462 (500-1 1/2)
CIRCLING	1880-1 461 (500-1)		1880-1 1/2 461 (500-1 1/2)	2100-2 1/4 681 (700-2 1/4)

SHENANDOAH, IOWA

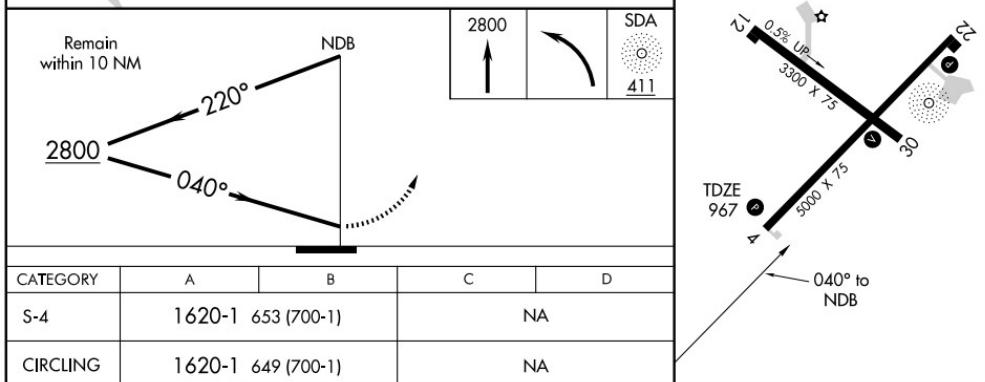
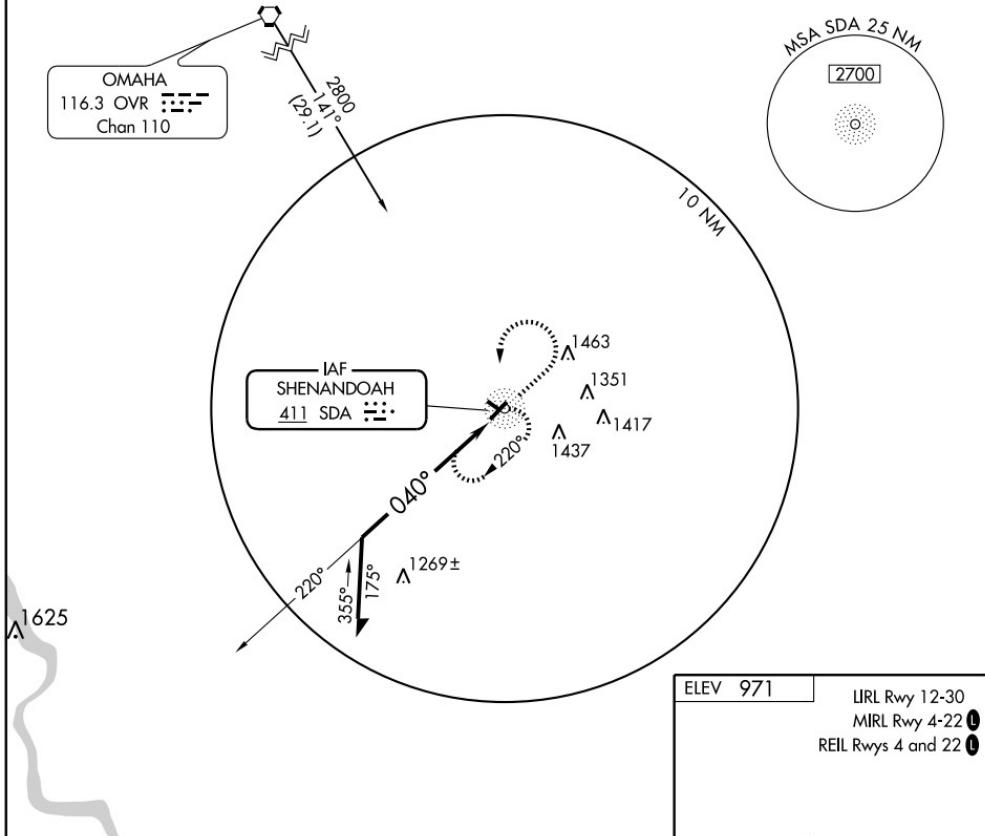
AL-5325 (FAA)

NDB SDA 411	APP CRS 040°	Rwy Idg 5000 TDZE 967 Apt Elev 971
-----------------------	------------------------	---

NDB RWY 4

SHENANDOAH MUNI (SDA)

 <p>If local altimeter setting not received, use Clarinda altimeter setting and increase all MDA's 60 feet.</p>	<p>MISSED APPROACH: Climb to 2800 then left turn direct SDA NDB and hold.</p>	
AWOS-3 125.525	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF)



RNAV (GPS) RWY 4

SHENANDOAH MUNI (SDA)

WAAS CH 63101	APP CRS 038°	Rwy Idg 5000 TDZE 967 Apt Elev 971
W04A		

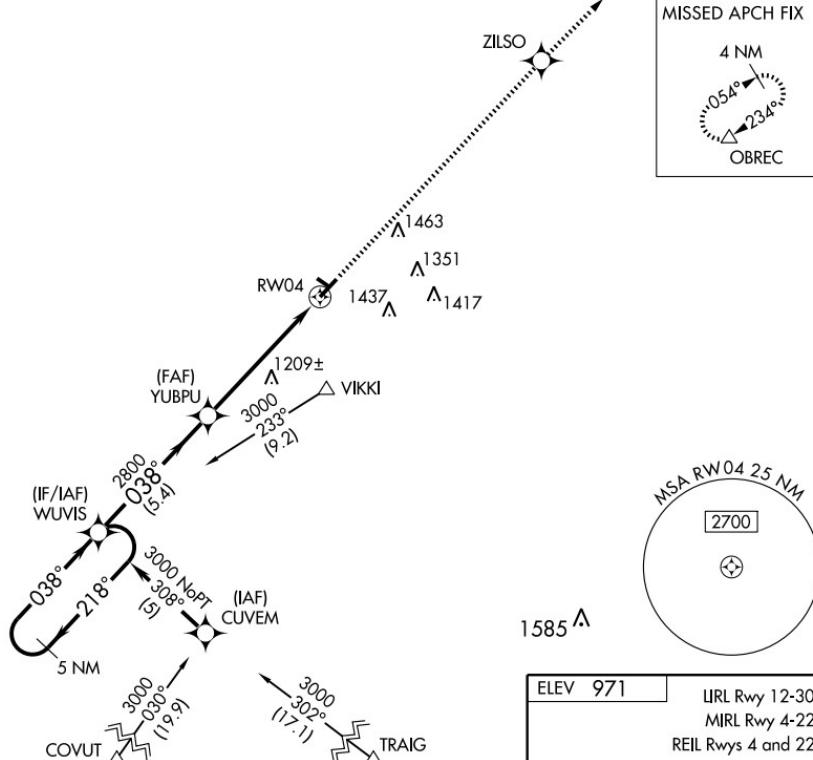
V If local altimeter setting not received, use Clarinda altimeter setting and increase all DAs/MDAs 60 feet.
 A VDP NA when using Clarinda altimeter setting.
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ZILSO and via 040° track to OBREC and hold.

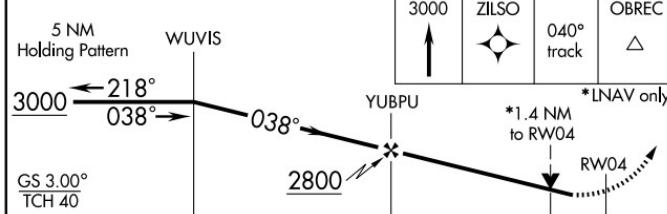
AWOS-3
125.525

OMAHA APP CON
124.5 263.0

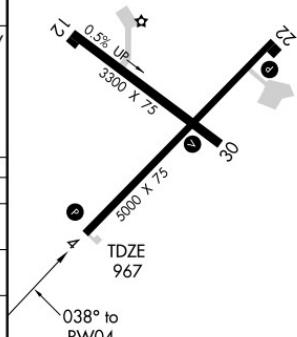
UNICOM
122.8 (CTAF)



ELEV 971
URL Rwy 12-30
MIRL Rwy 4-22
REIL Rwy 4 and 22



CATEGORY	A	B	C	D
LPV DA	1230-1	263 (300-1)		NA
LNAV/ VNAV DA			NA	
LNAV MDA	1460-1	493 (500-1)		NA
CIRCLING	1520-1	549 (600-1)		NA



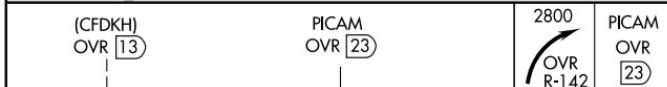
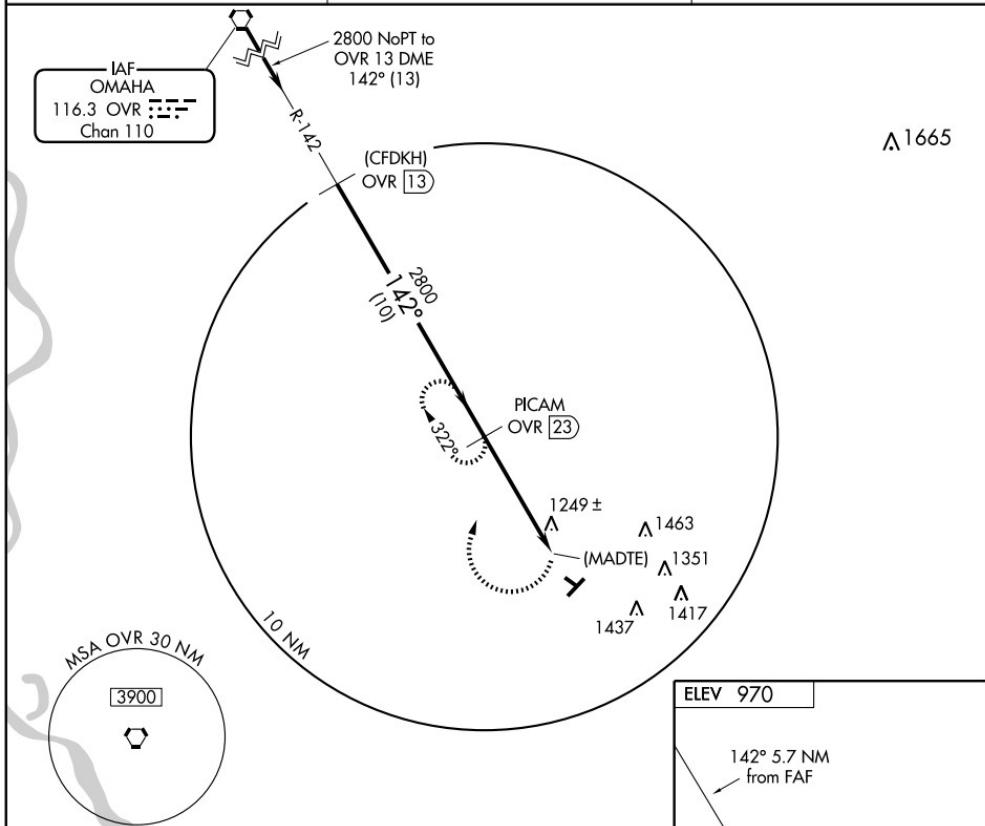
SHENANDOAH, IOWA

AL-5325 (FAA)

VORTAC OVR 116.3 Chan 110	APP CRS 142°	Rwy Idg 3300 TDZE 967 Apt Elev 970
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VOR/DME or GPS RWY 12 SHENANDOAH MUNI (SDA)

MISSSED APPROACH: Climbing right turn to 2800 via OVR R-142 to PICAM/OVR 23 DME and hold.

AWOS-3
125.525OMAHA APP CON
124.5 263.0UNICOM
122.8 (CTAF) 0

Procedure	2800	142°	2800
Turn	NA		(MADTE) OVR [27.6]
NA	10 NM	4.6 NM	1.1

CATEGORY	A	B	C	D
S-12	1540-1¼	573 (600-1¼)		NA
CIRCLING	1540-1¼	570 (600-1¼)		NA

URL Rwy 12-30

MIRL Rwy 4-22 0

REIL Rwy 4 and 22 0

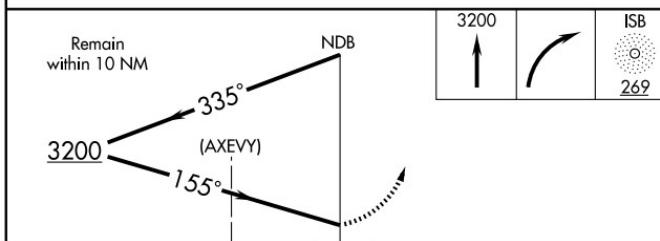
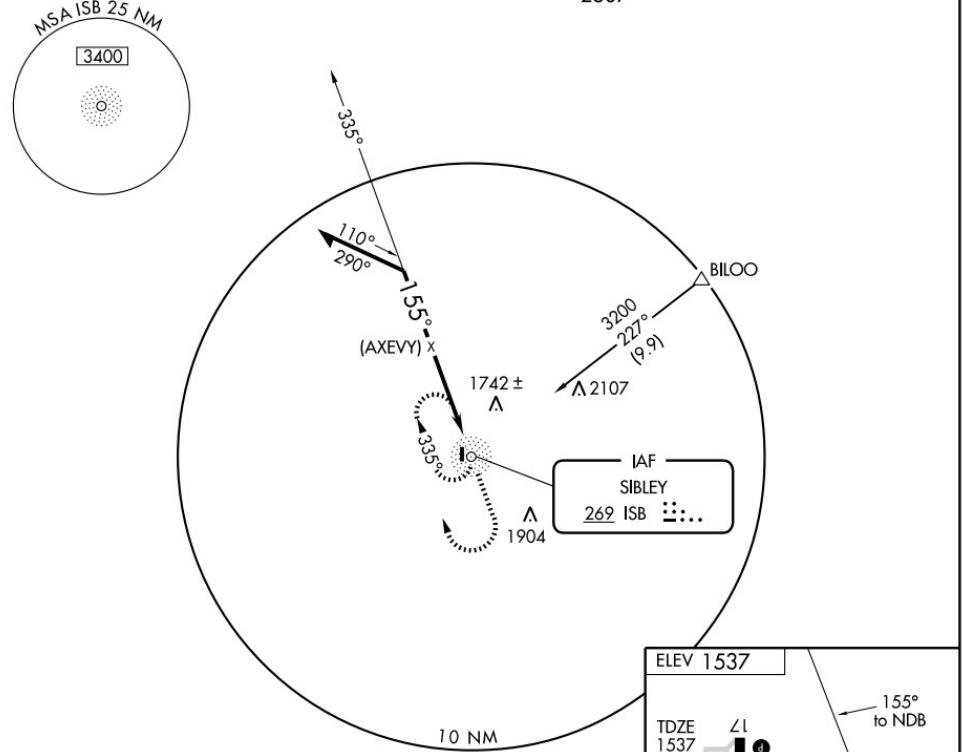
NDB or GPS RWY 17

SIBLEY MUNI (ISB)

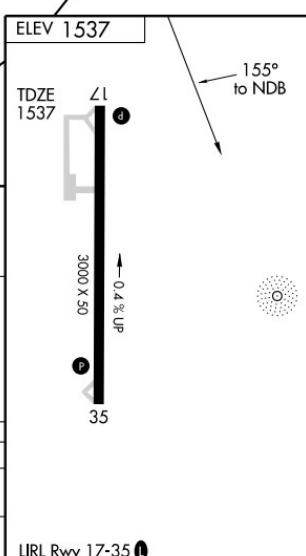
NDB ISB	APP CRS	Rwy Idg 3000
269	155°	TDZE 1537
		Apt Elev 1537

⚠ NA Use Worthington MN altimeter setting.	MISSED APPROACH: Climb to 3200 then right turn direct ISB NDB and hold.
MINNEAPOLIS CENTER 132.05 317.4	UNICOM 122.8 (CTAF)

A 2307



CATEGORY	A	B	C	D
S-17	2160-1	623 (700-1)	2160-1 $\frac{3}{4}$ 623 (700-1 $\frac{3}{4}$)	NA
CIRCLING	2160-1	623 (700-1)	2160-1 $\frac{3}{4}$ 623 (700-1 $\frac{3}{4}$)	NA

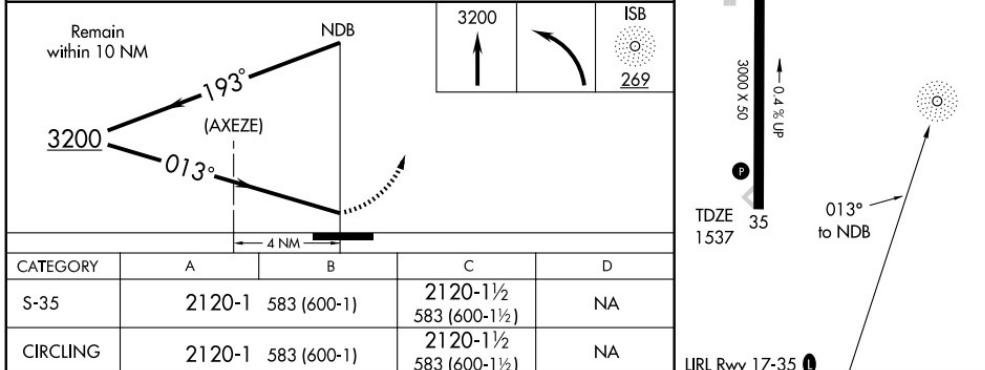
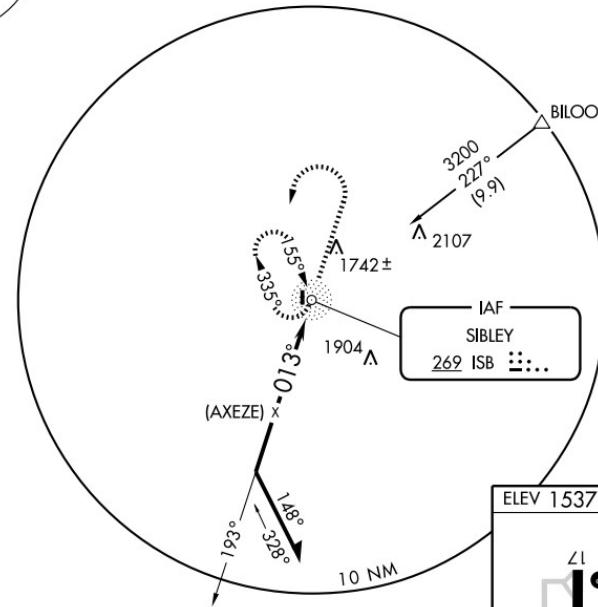
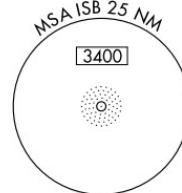


NDB or GPS RWY 35

SIBLEY MUNI (ISB)

NDB ISB	APP CRS	Rwy Idg	3000
269	013°	TDZE	1537
		Apt Elev	1537

▲ NA	Use Worthington MN altimeter setting.	MISSED APPROACH: Climb to 3200 then left turn direct ISB NDB and hold.
MINNEAPOLIS CENTER	132.05 317.4	UNICOM 122.8 (CTAF)

▲ 2307

SIOUX CENTER, IOWA

AL-6511 (FAA)

NDB or GPS RWY 18 SIOUX CENTER MUNI (SOY)

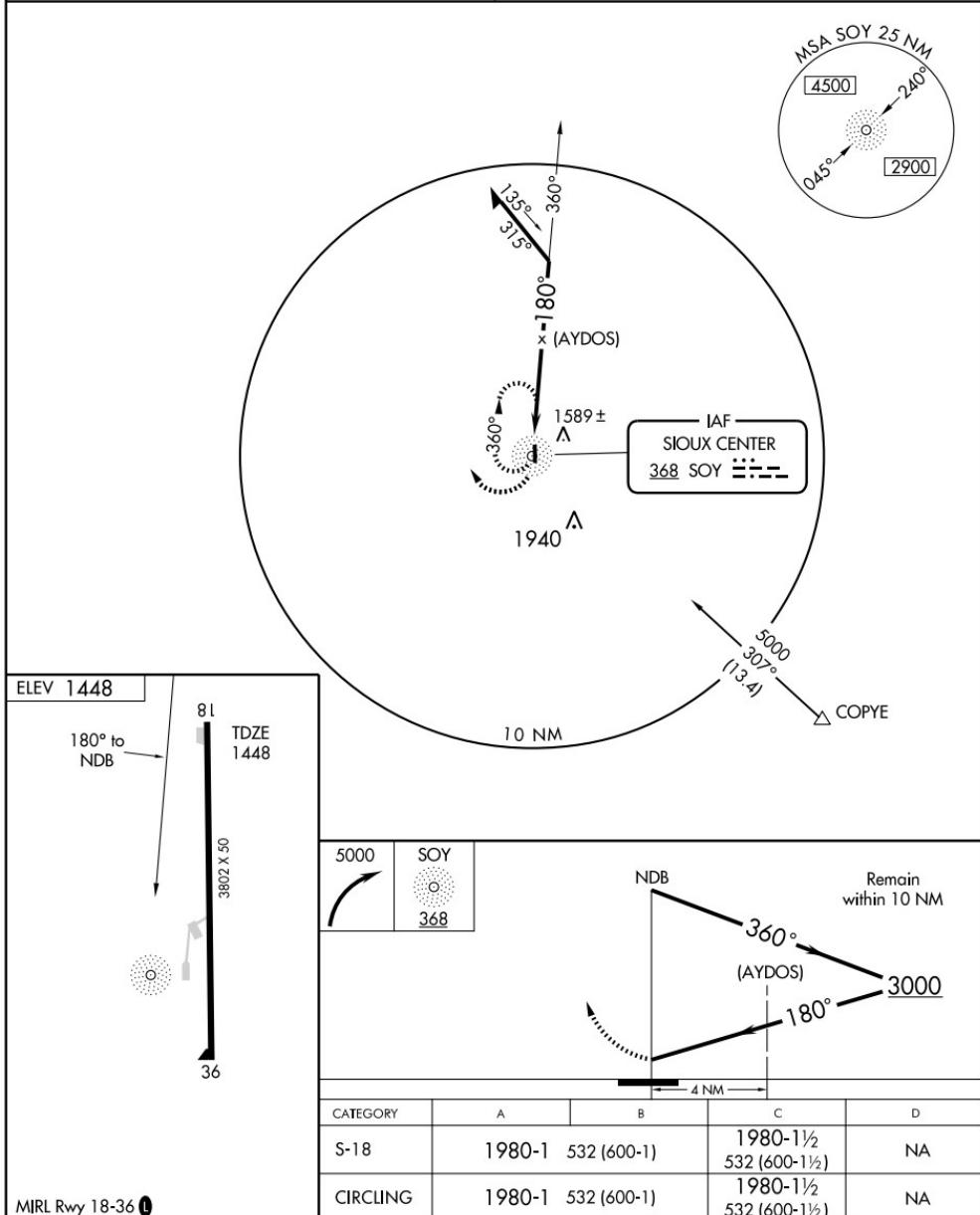
NDB SOY	APP CRS	Rwy Idg	3802
368		TDZE	1448
		Apt Elev	1448

V
ANA Use Orange City altimeter setting; if not received use Sioux Falls altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 5000 in SOY NDB holding pattern.

MINNEAPOLIS CENTER
124.1 269.0

UNICOM
122.8 (CTAF) 0



09239

AIRPORT DIAGRAM

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)
AL-395 (FAA)

SIOUX CITY, IOWA

ATIS

119.45 270.8

SIOUX CITY TOWER*

118.7 254.3

GND CON

121.9 348.6

42°25'N

RWY 13-31
S100, D120, ST152, DT220
RWY 17-35
S65, D80, ST102, DT130

ELEV 1093

BAK 12/14

8002X150

HAZARDOUS CARGO

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.FIELD
ELEV
1098ELEV
1097

— 176.4°

C

C

E

F

D

C

B

A

G

HOT¹

35

BAK

12/14

ELEV

35

HOT²

1000X150

1250 *

TRANSIENT
PARKING
HANGARS
CONTROL
TOWER
TERMINAL

HANGARS
TRANSIENT PARKING
HANGARS

FIRE
STATION
Non-Movement
Area

IOWA
ANG
RAMP
HOT²

96°24'W

96°23'W

NC-33 17 DEC 2009 to 14 JAN 2010

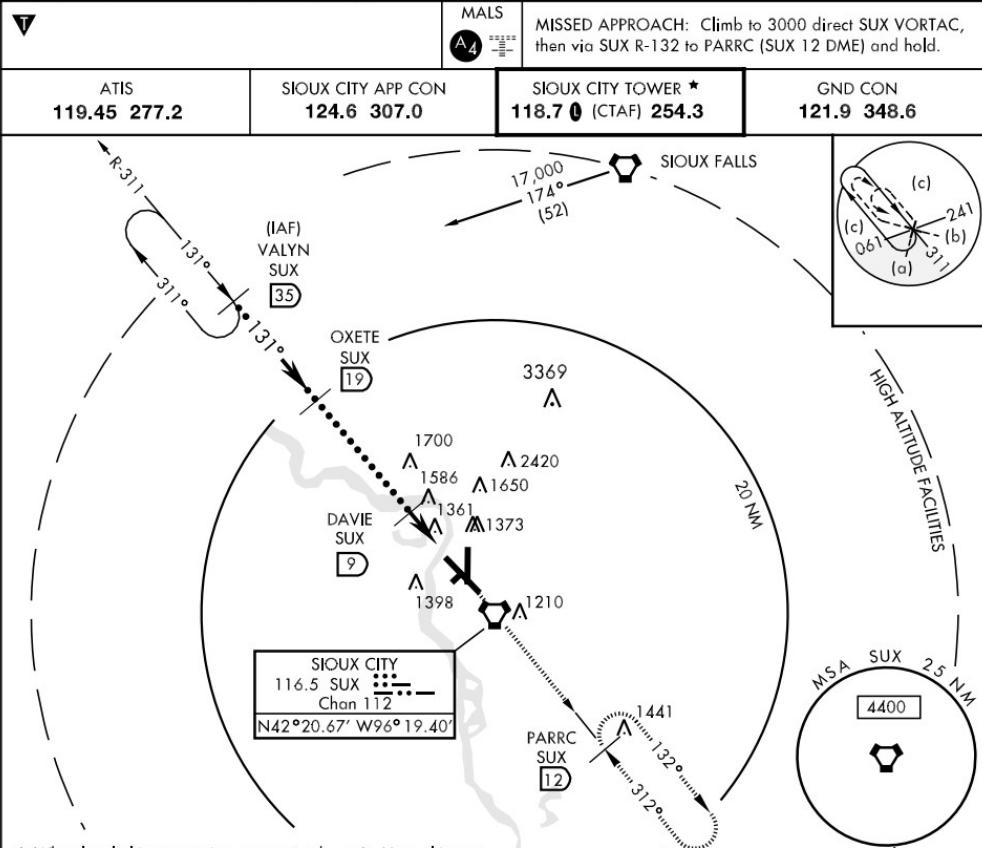
SIOUX CITY, IOWA

VORTAC SUX
116.5
Chan 112APCH CRS
131°Rwy Idg 9002
TDZE 1095
Arpt Elev 1098

HI-TACAN or VOR/DME RWY 13

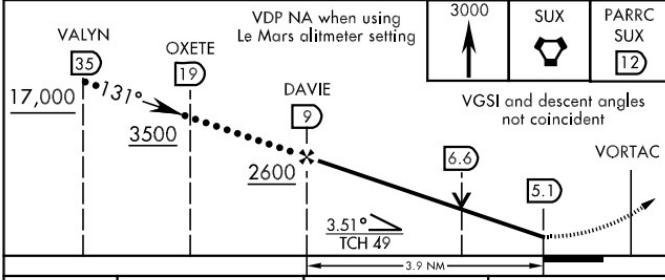
JAL-395 [USAF]

SIOUX CITY/SIOUX GATEWAY/COL. BUD DAY FIELD (KSUX)

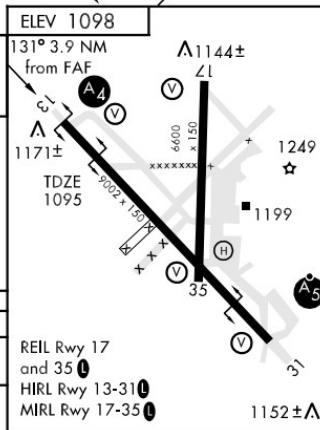


* When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80' and increase S-13 CAT C vis to 1 1/4 miles, CAT D vis to 2 miles, CAT E vis to 2 1/4 miles. Circling CAT C vis to 1 1/4 miles, CAT D vis to 2 1/4 miles.

EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800



CATEGORY	C	D	E	
S-13 *	1620-1½ 525 (600-1½)	1620-1¼ 525 (600-1¼)		
CIRCLING *	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	



SIOUX CITY, IOWA

42°24'N-96°23'W

SIOUX CITY/SIOUX GATEWAY/COL. BUD DAY FIELD (KSUX)

LOC I-SUX	APP CRS	Rwy Idg	9002
109.3	310°	TDZE	1096
		Apt Elev	1098

ILS or LOC RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

MALS R

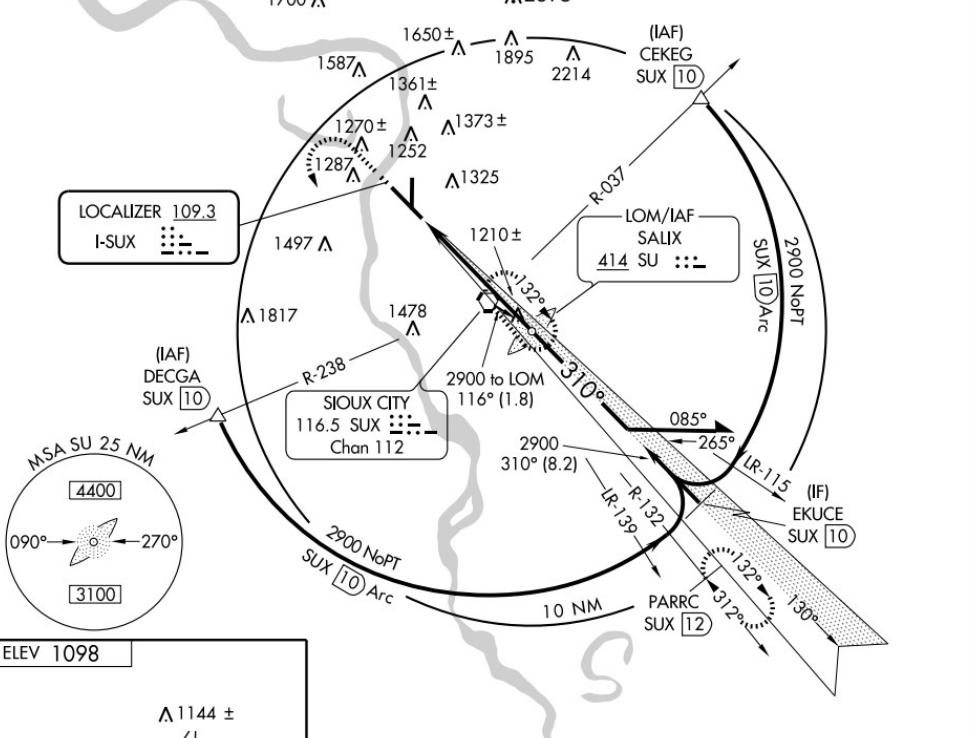


MISSSED APPROACH: Climb to 1500 then climbing left turn to 2900 direct to SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

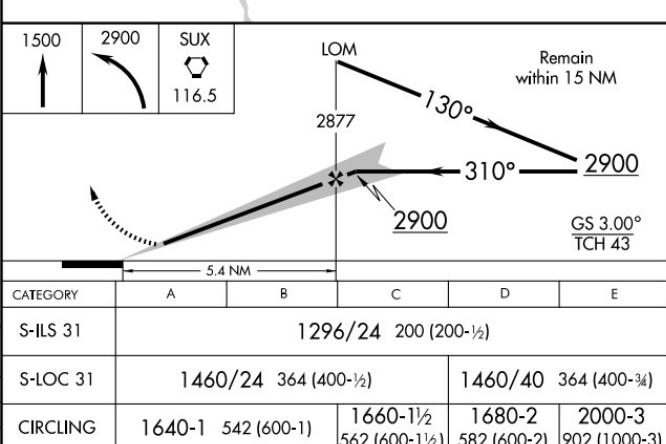
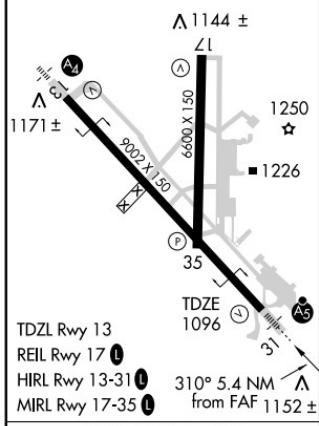
ATIS 119.45 270.8	SIOUX CITY APP CON 124.6 307.0	SIOUX CITY TOWER★ 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
-----------------------------	--	--	-------------------------------	-------------------------

1700 A

A2395



ELEV 1098



FAF to MAP 5.4 NM

Knots 60 90 120 150 180

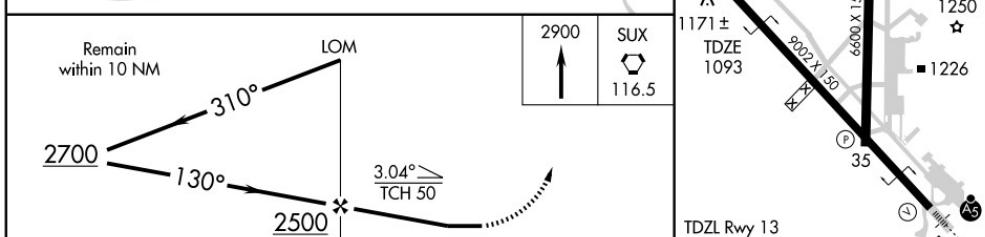
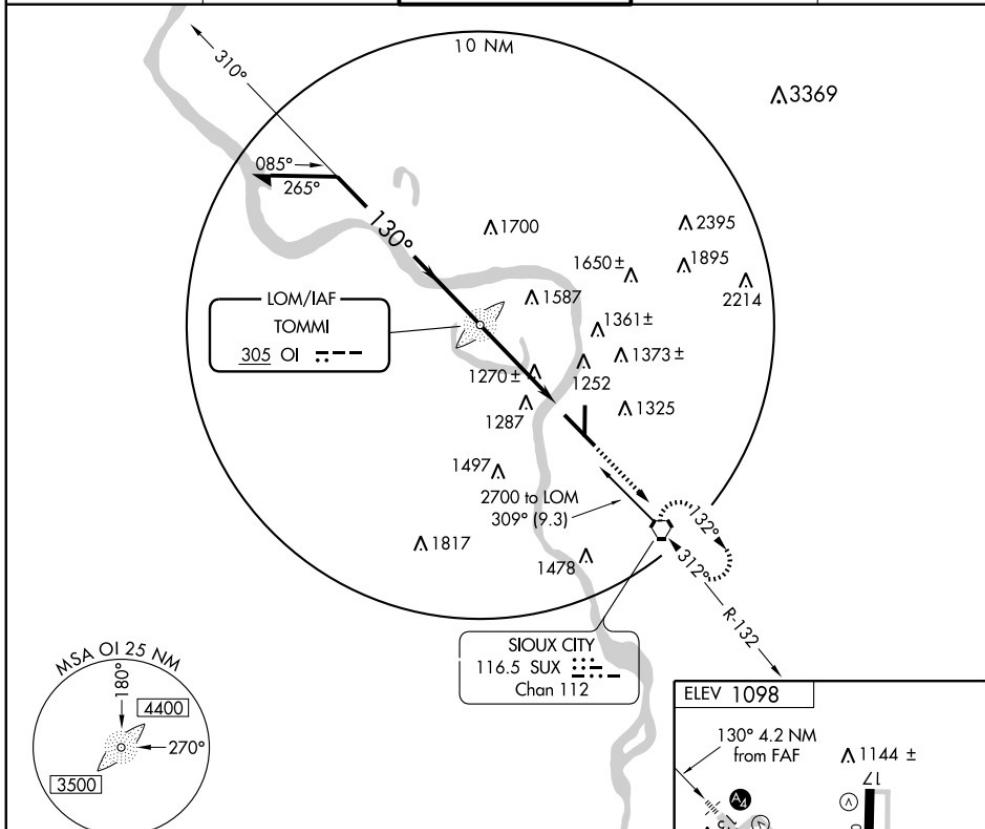
Min:Sec 5:24 3:36 2:42 2:10 1:48

LOM OI 305	APP CRS 130°	Rwy Idg 9002 TDZE 1093 Apt Elev 1098
----------------------	------------------------	--

NDB RWY 13

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

V A NA Cat C inoperative table does not apply.	MALS A4	MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold.
ATIS 119.45 270.8	SIOUX CITY APP CON 124.6 307.0	SIOUX CITY TOWER★ 118.7 (CTAF) 0 254.3



CATEGORY	A	B	C	D	
S-13	1660-¾ 567 (600-¾)		1660-1½ 567 (600-1½)	1660-1¾ 567 (600-1¾)	
CIRCLING	1660-1 562 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NDB GAK	APP CRS <u>233</u>	Rwy Idg TDZE Apt Elev	6600 1098 1098
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NDB RWY 17

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

T
A
NA

MISSED APPROACH: Climbing left turn to 3000 direct SUX VORTAC and hold.

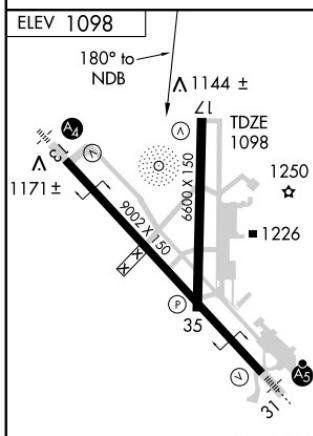
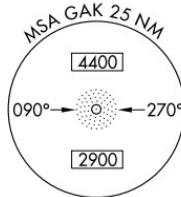
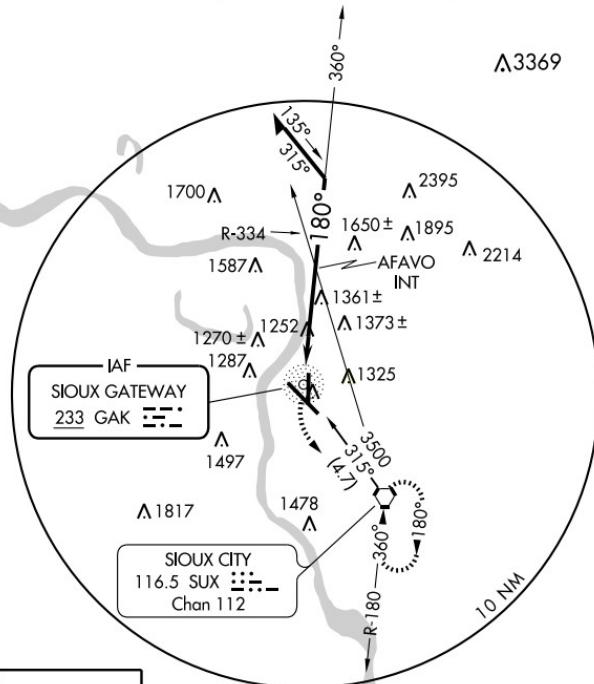
ATIS
119.45 270.8

SIOUX CITY APP CON
124.6 307.0

SIOUX CITY TOWER ★
118.7 (CTAF) 254.3

GND CON
121,9 348,6

**UNICOM
122.95**



VGSI and descent angles

NDB

360°

AFAVO INT

$\leq 3.29^\circ$

TCH 50

180°

3500

2400

Remain within 10 NM

CATEGORY	A	B	C	D
S-17	1760-1	662 (700-1)	1760-1 $\frac{3}{4}$ 662 (700-1 $\frac{3}{4}$)	1760-2 662 (700-2)
CIRCLING	1760-1	662 (700-1)	1760-1 $\frac{3}{4}$ 662 (700-1 $\frac{3}{4}$)	1760-2 662 (700-2)

SIOUX CITY, IOWA

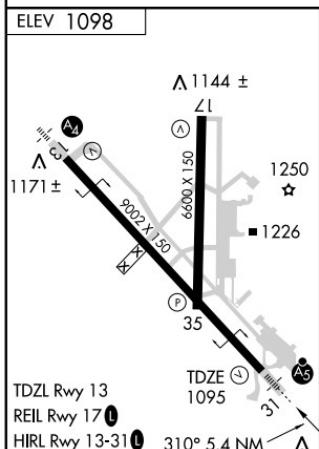
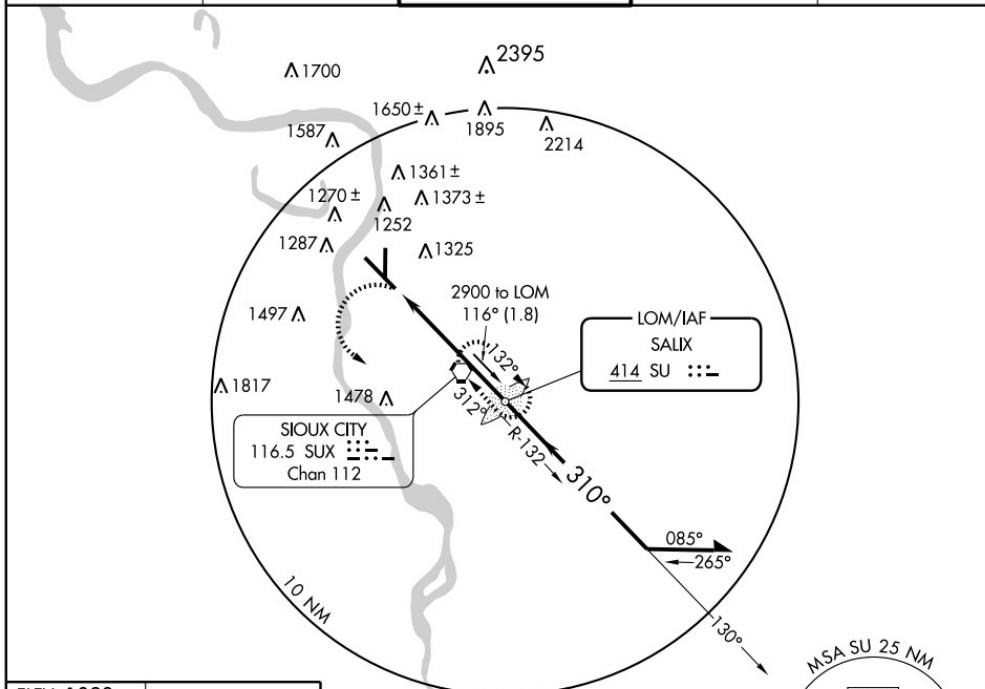
AL-395 (FAA)

NDB RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

LOM SU 414	APP CRS 310°	Rwy Idg 9002 TDZE 1095 Apt Elev 1098
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MALSR

MISSSED APPROACH: Climbing left turn to 2900 direct
SUX VORTAC and hold.ATIS
119.45 270.8SIOUX CITY APP CON
124.6 307.0SIOUX CITY TOWER★
118.7 (CTAF) 0 254.3GND CON
121.9 348.6UNICOM
122.95

2900 SUX
116.5

LOM
Remain
within 10 NM

730°
310°
2900

5.4 NM

CATEGORY	A	B	C	D
S-31	1620/40 525 (600-¾)		1620/50 525 (600-1)	1620-1½ 525 (600-1½)

CATEGORY	A	B	C	D
CIRCLING	1640-1 542 (600-1)		1640-1½ 542 (600-1½)	1680-2 582 (600-2)

FAF to MAP 5.4 NM

Knots 60 90 120 150 180

Min:Sec 5:24 3:36 2:42 2:10 1:48

NDB RWY 35

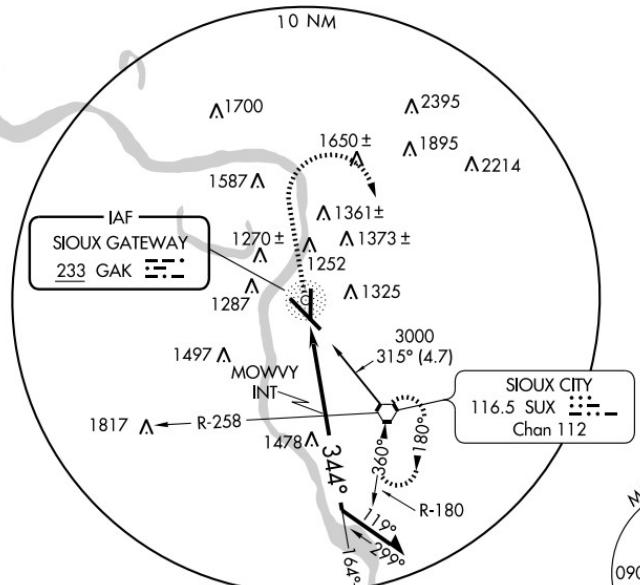
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

NDB GAK 233	APP CRS 344°	Rwy Idg 6600 TDZE 1096 Apt Elev 1098
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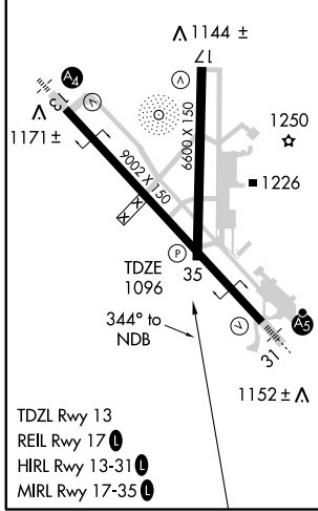
V A	MISSIED APPROACH: Climb to 1800 then climbing right turn to 3000 direct SUX VORTAC and hold.
ATIS 119.45 270.8	SIOUX CITY APP CON 124.6 307.0

SIOUX CITY TOWER★
118.7 (CTAF) 0 254.3GND CON
121.9 348.6UNICOM
122.95

A3369



ELEV 1098



1800	3000	SUX 116.5
------	------	--------------

Remain within 10 NM
NDB
164°
MOWVY INT
3.02° TCH 53
344° 3000
2200
4 NM

CATEGORY	A	B	C	D
S-35	2200-1½ 1104 (1200-1½)	2200-1½ 1104 (1200-1½)	2200-3 1104 (1200-3)	
CIRCLING	2200-1½ 1102 (1200-1½)	2200-1½ 1102 (1200-1½)	2200-3 1102 (1200-3)	

MOWVY FIX MINIMUMS

S-35	1560-1 464 (500-1)	1560-1½ 464 (500-1½)	1560-1½ 464 (500-1½)
CIRCLING	1640-1 542 (600-1)	1640-1½ 542 (600-1½)	1680-2 582 (600-2)

RNAV (GPS) RWY 17

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

APP CRS 175°	Rwy Idg 6600
TDZE 1098	
Apt Elev 1098	

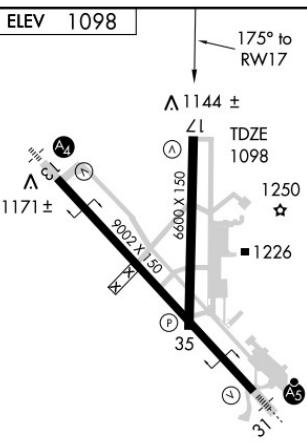
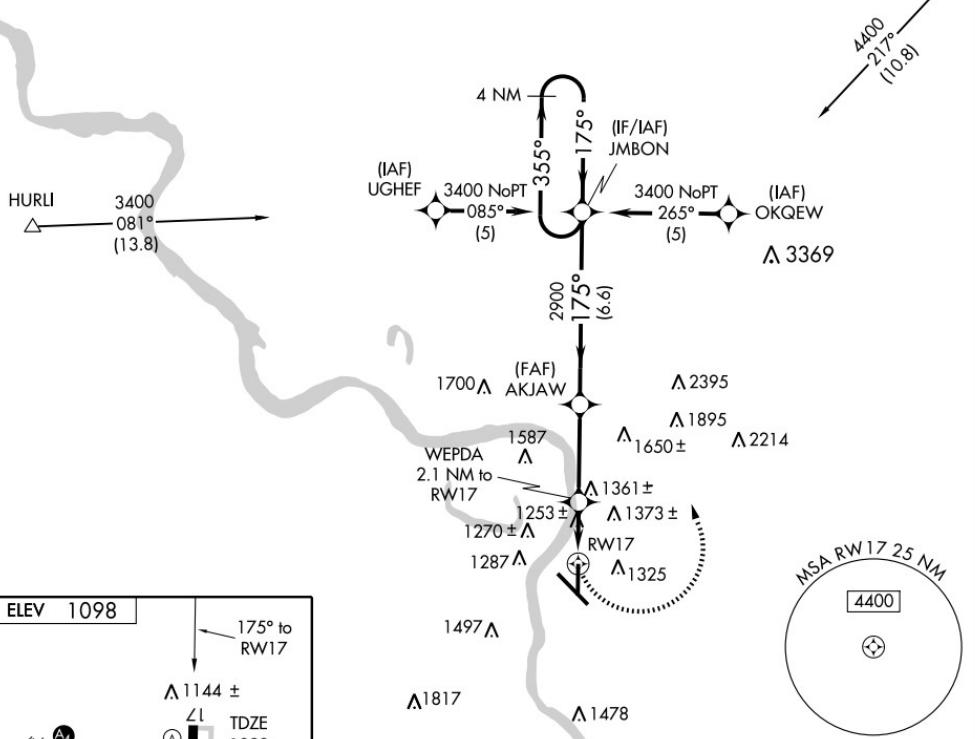
▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
 ▲ When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet. Increase LNAV and circling Cat C/D visibility $\frac{1}{4}$ mile.

MISSSED APPROACH: Climbing left turn to 4400 direct JMBON and hold.

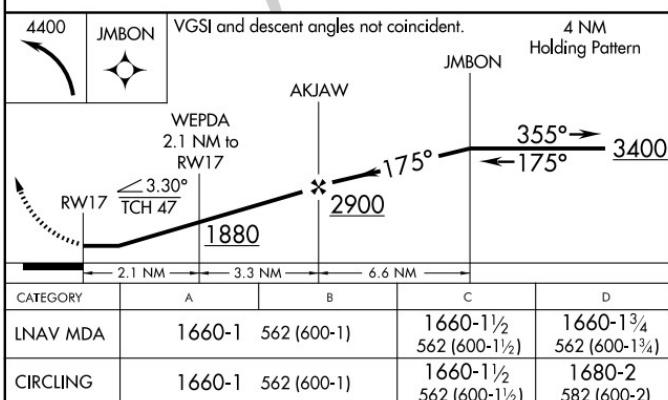
ATIS
119.45 270.8SIOUX CITY APP CON
124.6 307.0SIOUX CITY TOWER★
118.7 (CTAF) 0 254.3GND CON
121.9 348.6UNICOM
122.95

Procedure NA for arrivals at OYENS via V175 north bound and arrivals at HURLI via V159 northwest bound.

OYENS

4400
217°
(10.8)

TDZL Rwy 13
REIL Rwy 17-1
HIRL Rwy 13-31-1
MIRL Rwy 17-35-1



VORTAC SUX
116.5 Chan 112 APP CRS 9002
TDZE 1095
Apt Elev 1098

VOR/DME or TACAN RWY 13

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

T When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-13 Cat C/D visibility $\frac{1}{4}$ mile, Cat E visibility $\frac{1}{2}$ mile, Circling Cat C/D visibility $\frac{1}{4}$ mile.
A Inoperative table does not apply to Cat C.
 VDP NA when using Le Mars altimeter setting.



MISSSED APPROACH: Climb to 3000 direct SUX VORTAC then via SUX R-132 to PARRC/12 DME and hold.

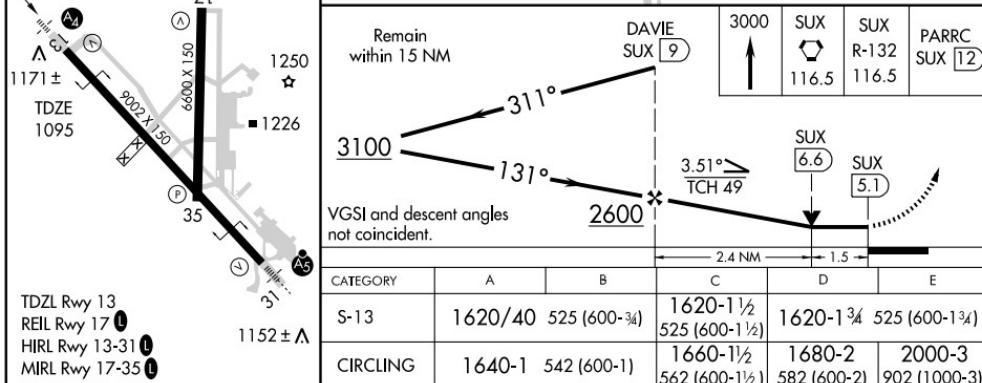
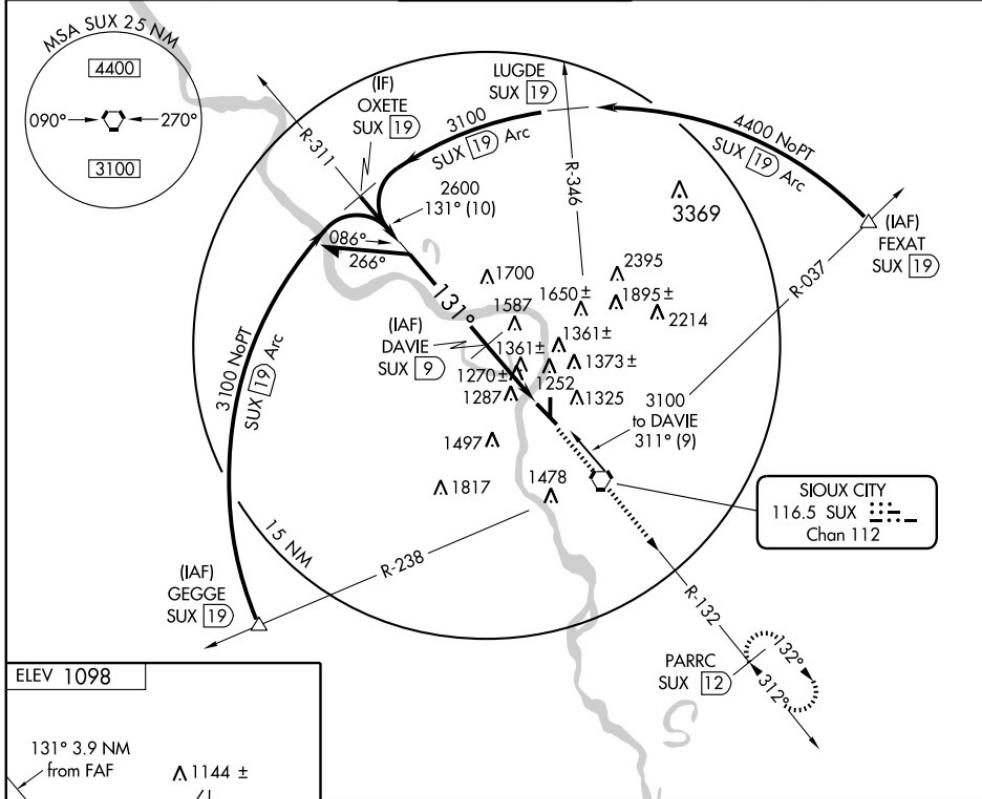
ATIS
119.45 270.8

SIOUX CITY APP CON
124.6 307.0

SIOUX CITY TOWER★
118.7 (CTAF) 0 254.3

GND CON
121.9 348.6

UNICOM
122.95



VOR or TACAN RWY 31

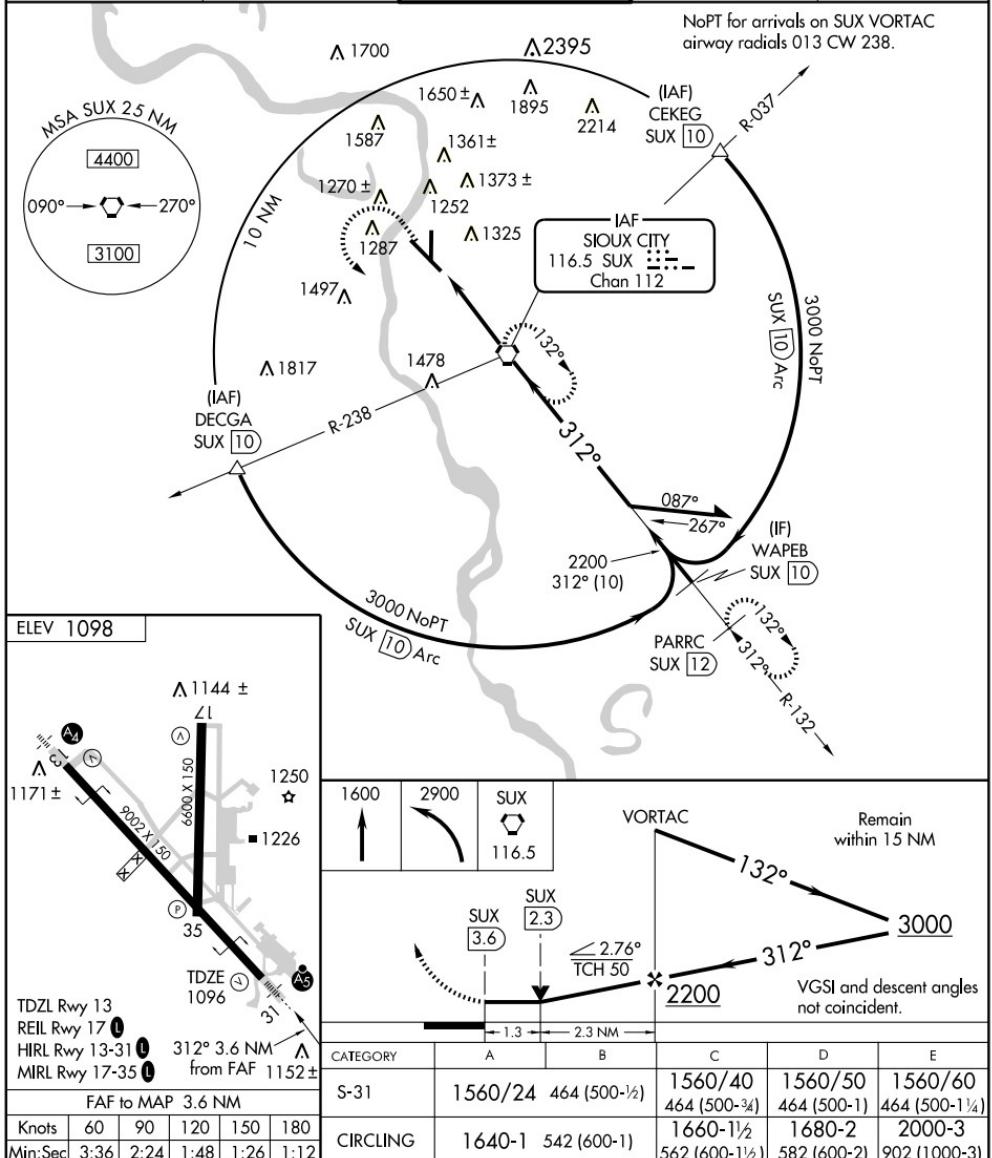
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

VORTAC SUX	APP CRS	9002
116.5	TDZE	1096
Chan 112	Apt Elev	1098

T When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-31 Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, Cat E visibility to 1 1/2 mile, Circling Cat D visibility 1/4 mile. For inoperative MALSR, increase S-31 Cat E visibility 1/2 mile. VDP NA when using Le Mars altimeter setting.



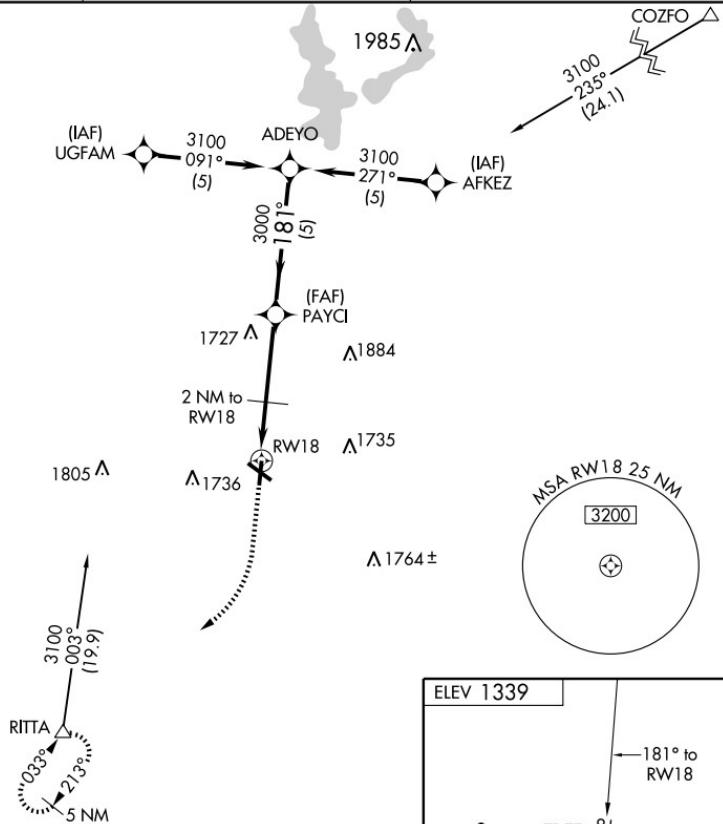
MISSIED APPROACH: Climb to 1600 then climbing left turn to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue climb to 3000 via SUX R-132 to PARRC/12 DME and hold SE, right turn, 312° inbound.)

ATIS
119.45 270.8SIOUX CITY APP CON
124.6 307.0SIOUX CITY TOWER★
118.7 (CTAF) 0 254.3GND CON
121.9 348.6UNICOM
122.95

APP CRS 181°	Rwy Idg 5100 TDZE 1337 Apt Elev 1339
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▲ NA	MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct RITTA WP and hold.
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ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) □
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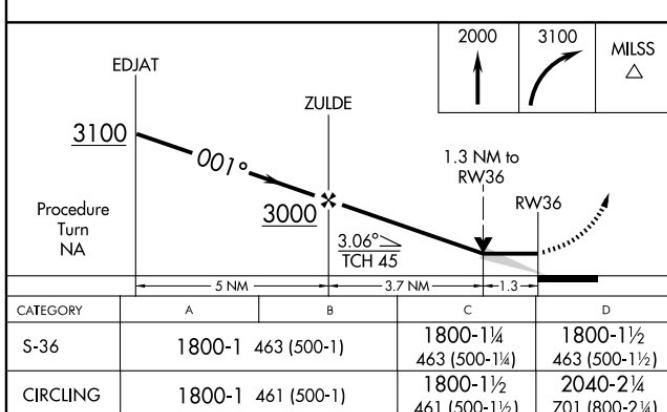
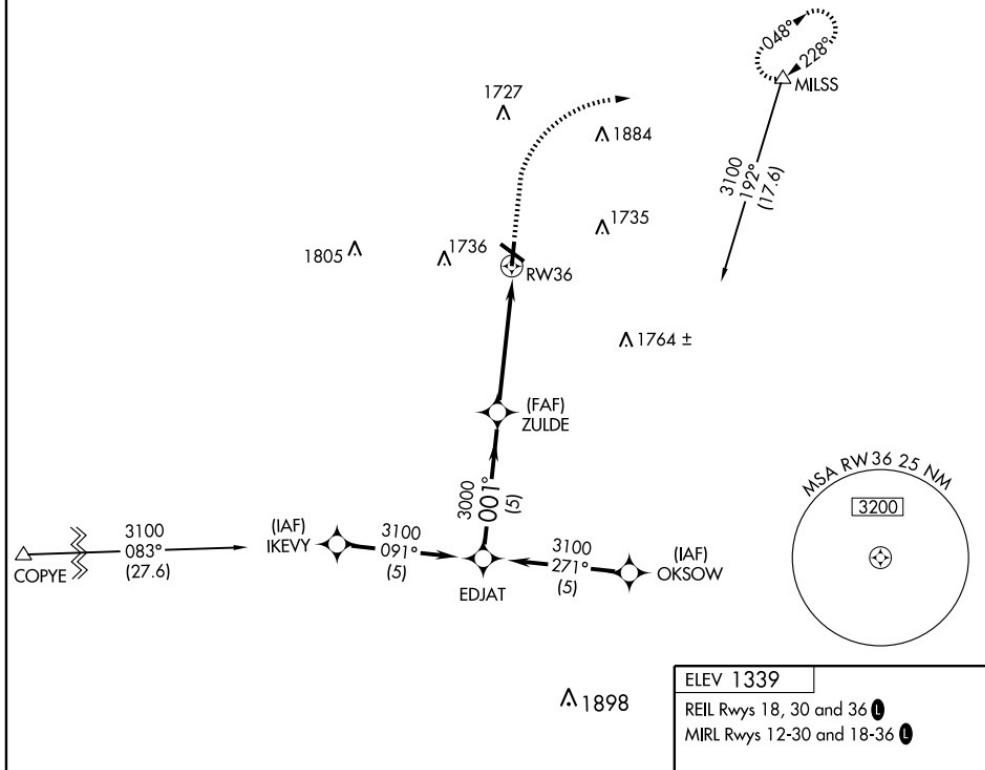


CATEGORY	A	B	C	D
S-18	1800-1 463 (500-1)		1800-1 1/4 463 (500-1 1/4)	1800-1 1/2 463 (500-1 1/2)
CIRCLING	1800-1 461 (500-1)		1800-1 1/2 461 (500-1 1/2)	2040-2 1/4 701 (800-2 1/4)

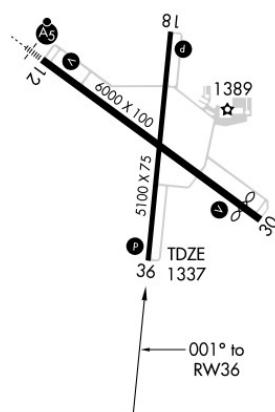
REIL Rwy 18, 30 and 36 □
MIRL Rwy 12-30 and 18-36 □

APP CRS 001°	Rwy Idg 5100 TDZE 1337 Apt Elev 1339
------------------------	---

▲ NA	MISSSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct MILSS WP and hold.	
ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0



ELEV 1339
REIL Rwy 18, 30 and 36 L
MIRL Rwy 12-30 and 18-36 L



SPENCER, IOWA

AL-5309 (FAA)

ILS RWY 12

SPENCER MUNI (SPW)

LOC I-SPW	APP CRS	Rwy Idg	6000
110.9	121°	TDZE	1339
		Apt Elev	1339

▲ NA

MALS R



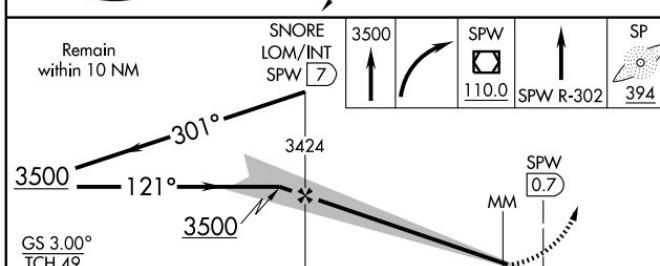
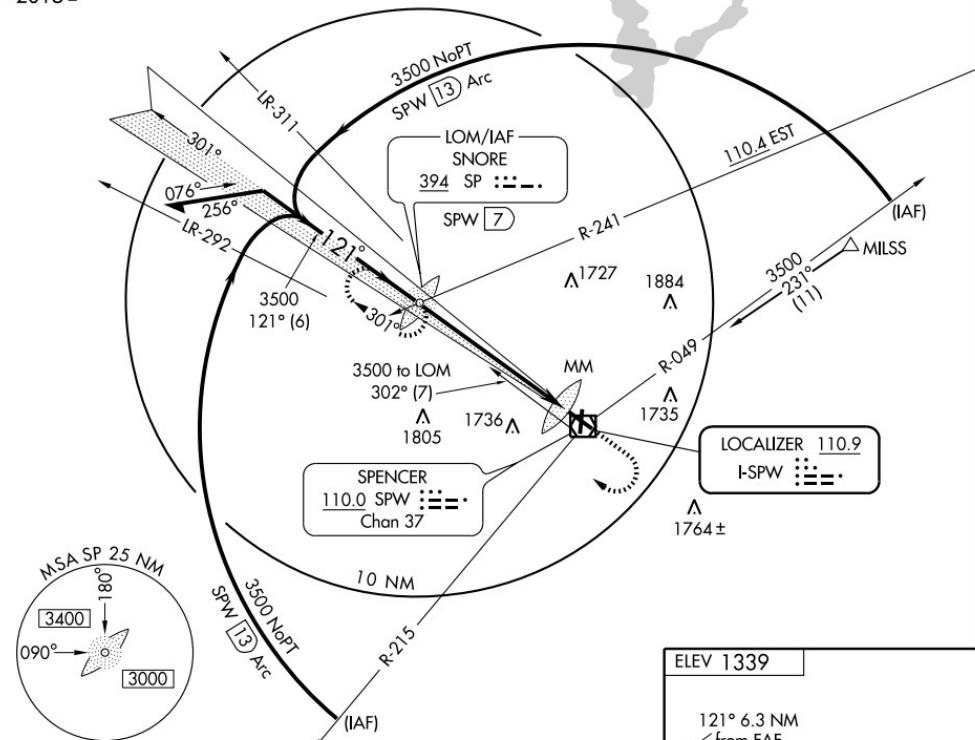
MISSED APPROACH: Climb to 3500 then right turn direct SPW VOR/DME, then via SPW R-302 to SNORE LOM/INT/SPW 7 DME and hold.

ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF) 0

A 2015±



CATEGORY

A B C D

S-ILS 12

1539-½ 200 (200-½)

S-LOC 12

1820-½ 481 (500-½)

1820-¾ 481 (500-¾)

1820-1 481 (500-1)

CIRCLING

1820-1 481 (500-1)

1820-½ 481 (500-½)

2040-2 ¼ 701 (800-2 ¼)

REIL Rwy 18, 30 and 36 0
MIRL Rwy 12-30 and 18-36 0

FAF to MAP 6.3 NM

Knots 60 90 120 150 180

Min:Sec 6:18 4:12 3:09 2:31 2:06

NDB	LTU	APP CRS	5500
326		302°	TDZE
			Apt Elev
			1337
			1339

NDB RWY 30
SPENCER MUNI (SPW)

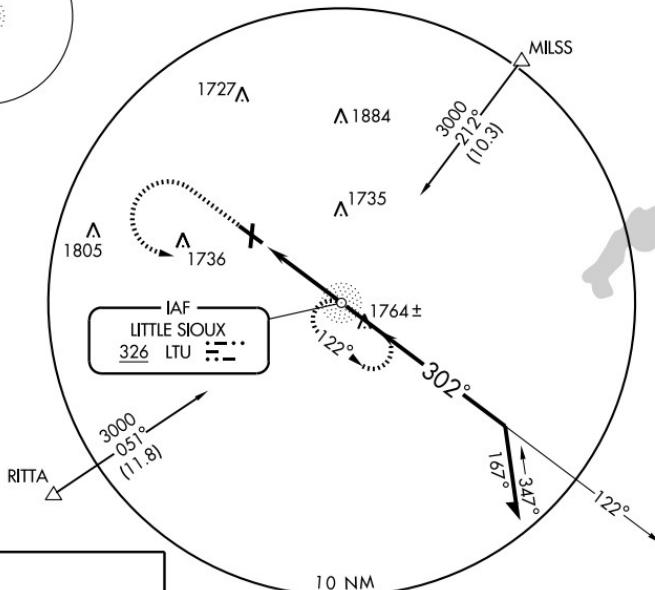
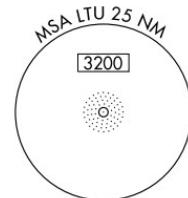
▲ NA

MISSED APPROACH: Climb to 3000 then left turn direct LTU NDB and hold.

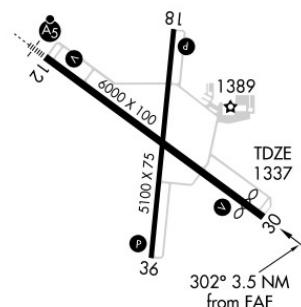
ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF) 0



ELEV 1339

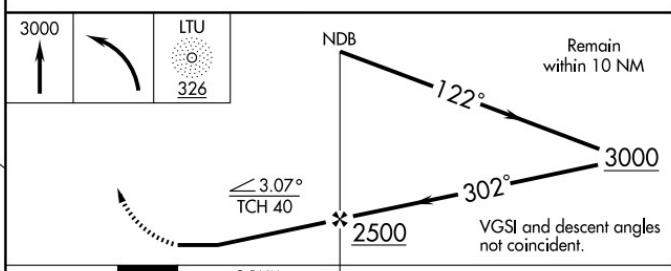


REIL Rwy 18, 30 and 36 0
MIRL Rwy 12-30 and 18-36 0

FAF to MAP 3.5 NM

Knots 60 90 120 150 180

Min:Sec 3:30 2:20 1:45 1:24 1:10



CATEGORY	A	B	C	D
S-30	1840-1 503 (600-1)		1840-1½ 503 (600-1½)	
CIRCLING	1840-1 501 (600-1)		1840-1½ 501 (600-1½)	2040-2½ 701 (800-2½)

SPENCER, IOWA

AL-5309 (FAA)

VOR or GPS RWY 12 SPENCER MUNI (SPW)

VOR/DME SPW	APP CRS	Rwy Idg	6000
110.0	127°	TDZE	1339
Chan 37		Apt Elev	1339

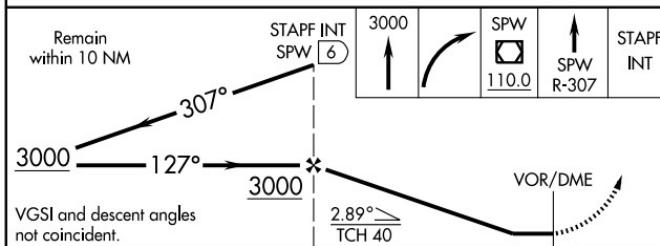
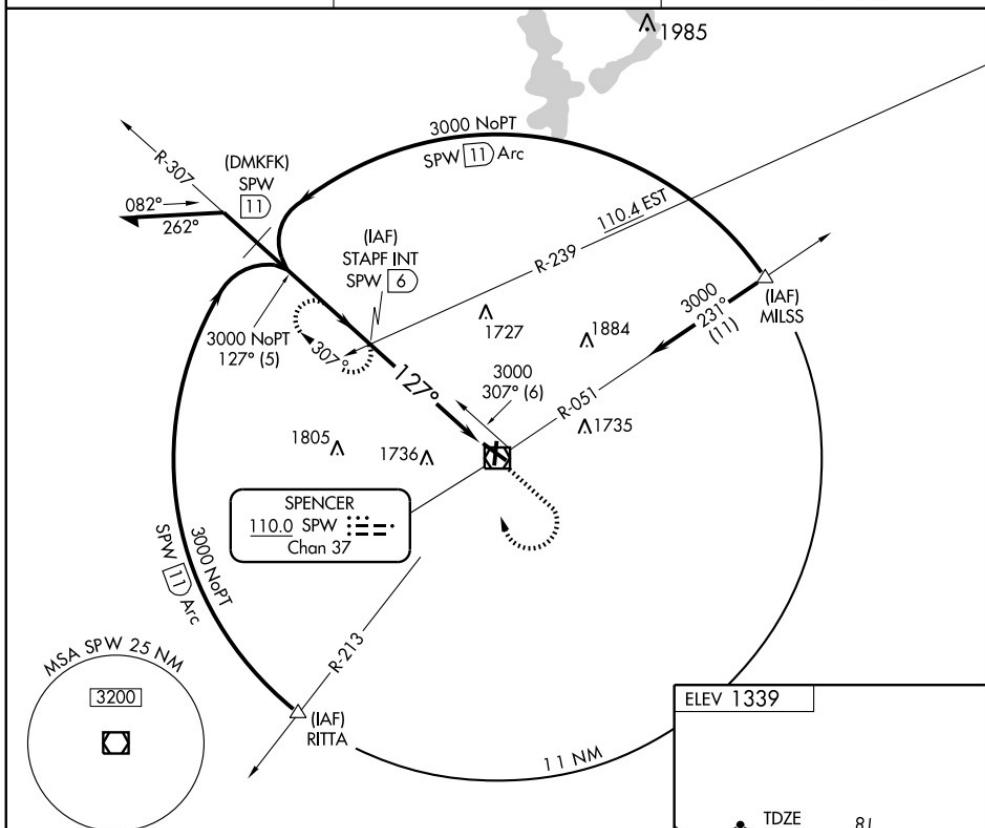


MISSED APPROACH: Climb to 3000, then right turn direct SPW VOR/DME, then via SPW R-307 to STAPF INT/SPW 6 DME and hold.

ASOS
126.625

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
S-12	1800-½ 461 (500-½)		1800-¾ 461 (500-¾)	1800-1 461 (500-1)
CIRCLING	1800-1 461 (500-1)		1800-½ 461 (500-½)	2040-2¼ 701 (800-2¼)



REIL Rwy 18, 30 and 36 L
MIRL Rwy 12-30 and 18-36 L

SPENCER, IOWA

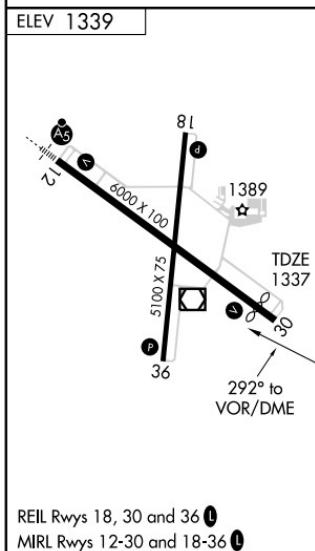
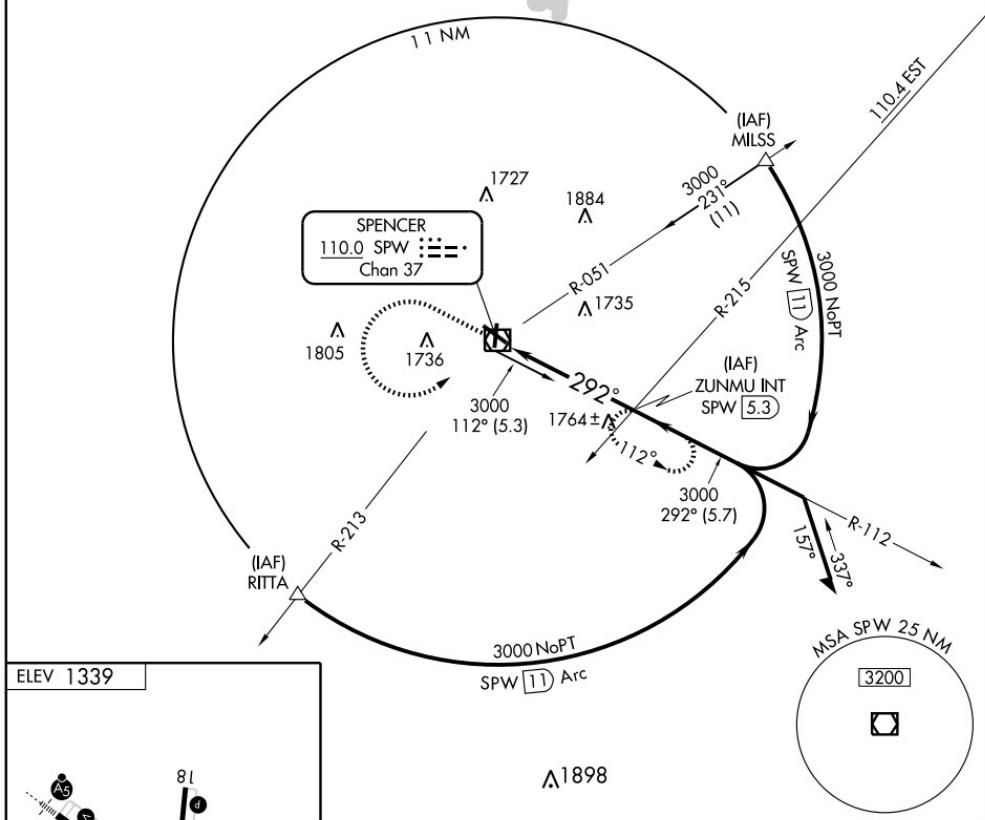
AL-5309 (FAA)

VOR RWY 30

SPENCER MUNI (SPW)

VOR/DME SPW 110.0 Chan 37	APP CRS 292°	Rwy Idg 5500 TDZE 1337 Apt Elev 1339
--	------------------------	--

A	MISSSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then via SPW R-112 to ZUNMU INT/SPW 5.3 DME and hold.	
ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF)



NDB SLB	APP CRS	Rwy Idg	5000
434	177°	TDZE	1484
		Apt Elev	1488

NDB RWY 17

STORM LAKE MUNI (SLB)

A Straight-in minimums NA at night.
Circling to Rwy 17, 6, 31, 24, and 13 NA at night.
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all MDAs 100 feet.

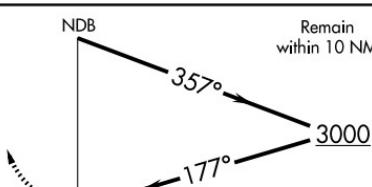
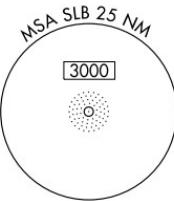
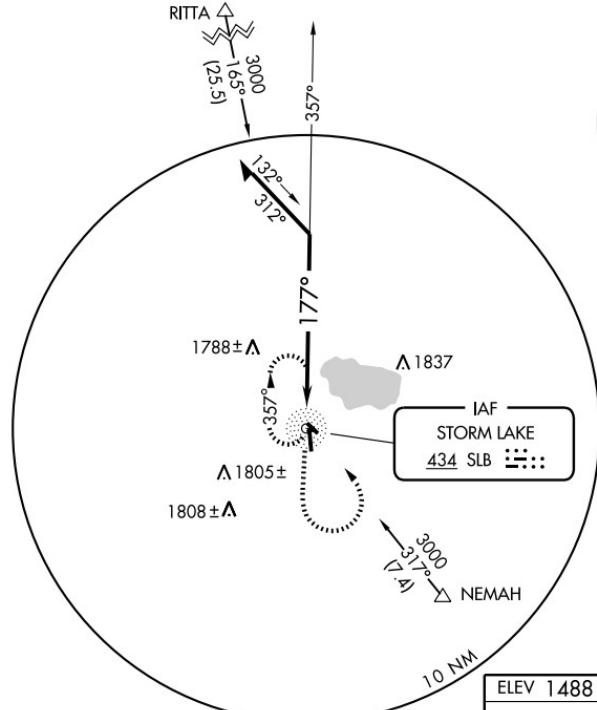
MISSIED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3
118.525

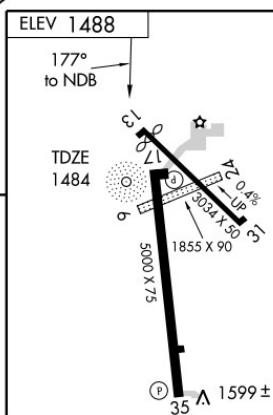
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0

A 1905



CATEGORY	A	B	C	D
S-17	2200-1	716 (800-1)		NA
CIRCLING	2200-1	712 (800-1)		NA



REIL Rwy 17 0
MIRL Rwy 13-31 and 17-35 0

STORM LAKE, IOWA

AL-5338 (FAA)

NDB RWY 35

STORM LAKE MUNI (SLB)

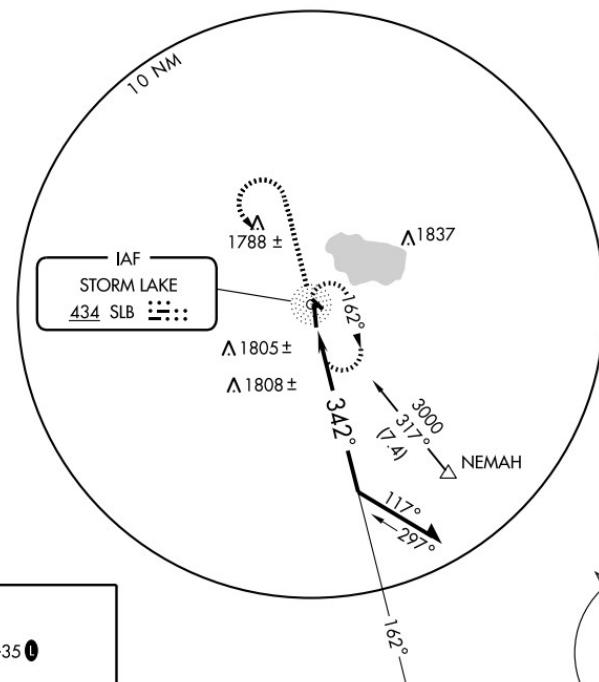
NDB SLB 434	APP CRS 342 °	Rwy Idg 5000 TDZE 1483 Apt Elev 1488
-----------------------	-------------------------	--

MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3
118.525

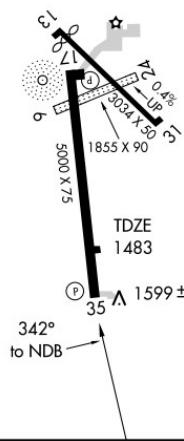
MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) 0

A1905

ELEV 1488

REIL Rwy 17 0
MIRL Rwy 13-31 and 17-35 0



NDB

162°

3000

Remain within 10 NM

CATEGORY	A	B	C	D
S-35	1960-1 477 (500-1)		NA	NA
CIRCLING	1960-1 472 (500-1)		NA	NA

RNAV (GPS) RWY 17

STORM LAKE MUNI (SLB)

APP CRS
171°
Rwy Idg 5000
TDZE 1484
Apt Elev 1488

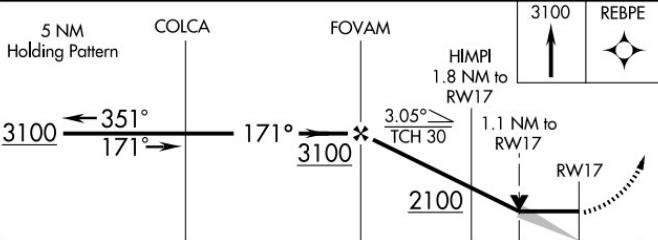
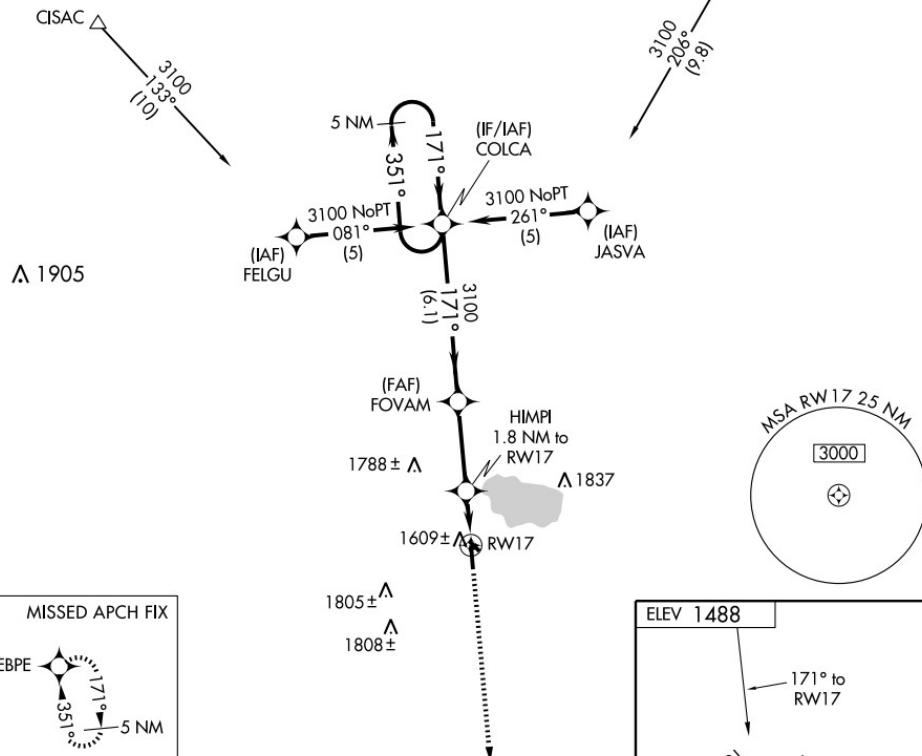
A DME/DME RNP- 0.3 NA. If local altimeter setting not received; use Spencer Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Spencer Muni altimeter setting. Straight-in minimums NA at night. Circling to Rwy 17, 6, 31, 24 and 13 NA at night.

MISSSED APPROACH: Climb to 3100 direct REBPE and hold.

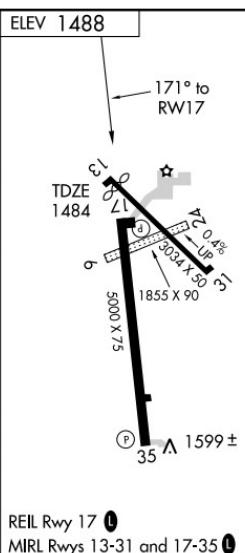
AWOS-3
118.525

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	1860-1	376 (400-1)		NA
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)		NA



WAAS CH 86600 W35A	APP CRS 351°	Rwy Idg 5000 TDZE 1484 Apt Elev 1488
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RNAV (GPS) RWY 35

STORM LAKE MUNI (SLB)

A DME/DME RNP- 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (3°F) or above 152°C (305°F).

If local altimeter setting not received, use Spencer Muni altimeter setting and increase all DAs/ MDAs 100 feet.

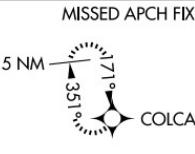
VDP and Baro-VNAV NA when using Spencer Muni altimeter setting.

MISSED APPROACH: Climb to 3100 direct COLCA and hold.

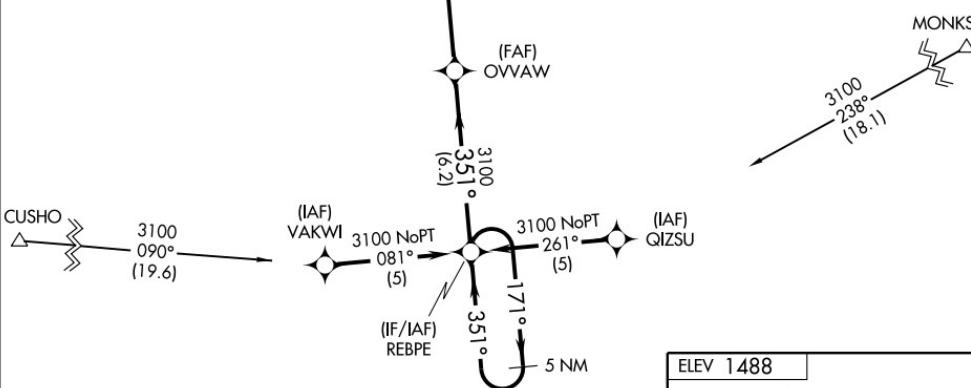
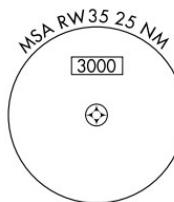
AWOS-3
118.525

MINNEAPOLIS CENTER
134.0 288.3

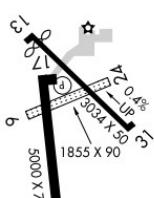
UNICOM
122.7 (CTAF)



1788± A
RW35 1599±
1805± A
1808± A
A 1890
A 1837



ELEV 1488
REIL Rwy 17
MIRL Rwy 13-31 and 17-35



TDZE 1484 P 35 1599±

351° to RW35

3100
COLCA

*LNAV only

*1.1 NM to RW35

OVVAW

REBPE

5 NM
Holding Pattern

GS 3.00°
TCH 30

CATEGORY

LPV DA

LNAV/
VNAV DA

LNAV MDA

CIRCLING

1734-1 250 (300-1)

NA

1869-1½ 385 (400-1½)

NA

1860-1 376 (400-1)

NA

1920-1½ 432 (500-1½)

NA

GPS RWY 11

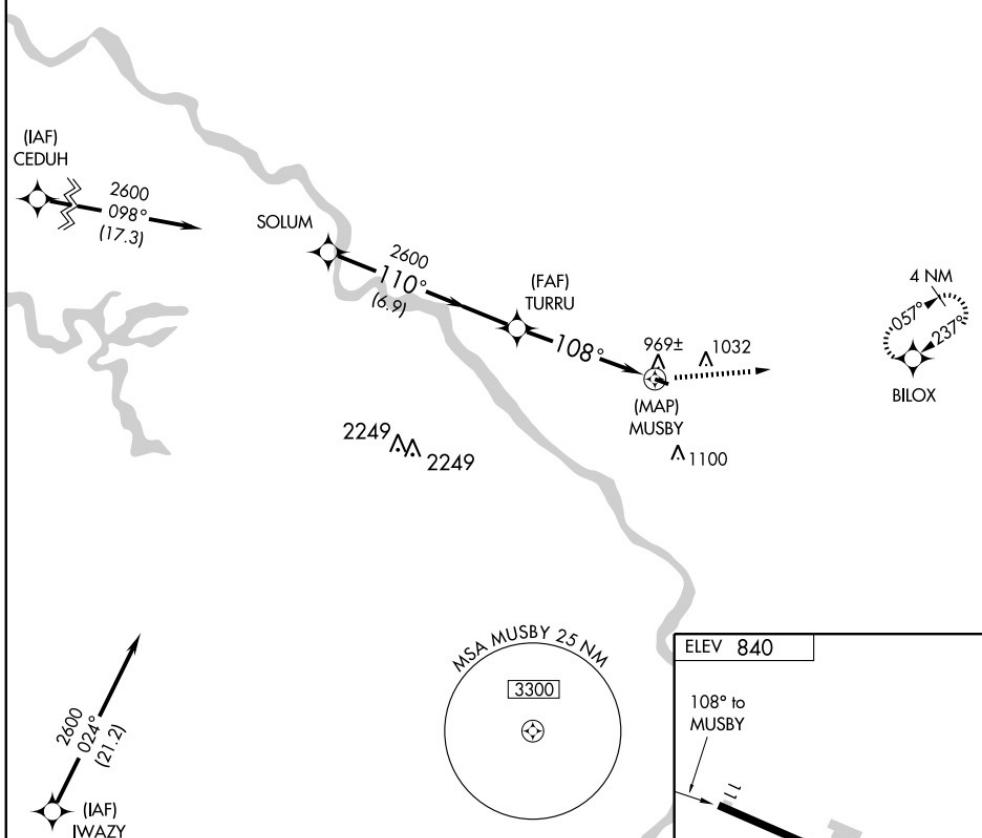
TIPTON/MATHEWS MEMORIAL (8C4)

APP CRS 108°	Rwy Idg 3000 TDZE 840 Apt Elev 840
------------------------	---

▼ Use Cedar Rapids altimeter setting.

▲ NA

MISSIED APPROACH: Climb to 3500 direct to BILOX WP and hold.

CEDAR RAPIDS APP CON ★
119.7 266.8CTAF
122.9

TIPTON, IOWA

AL-6924 (FAA)

VOR RWY 11

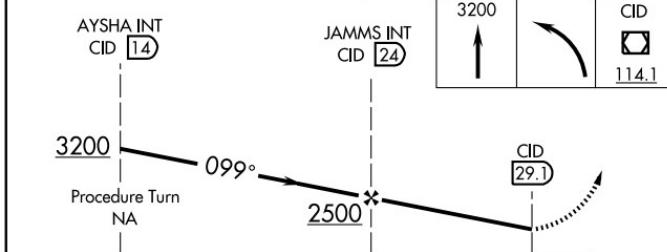
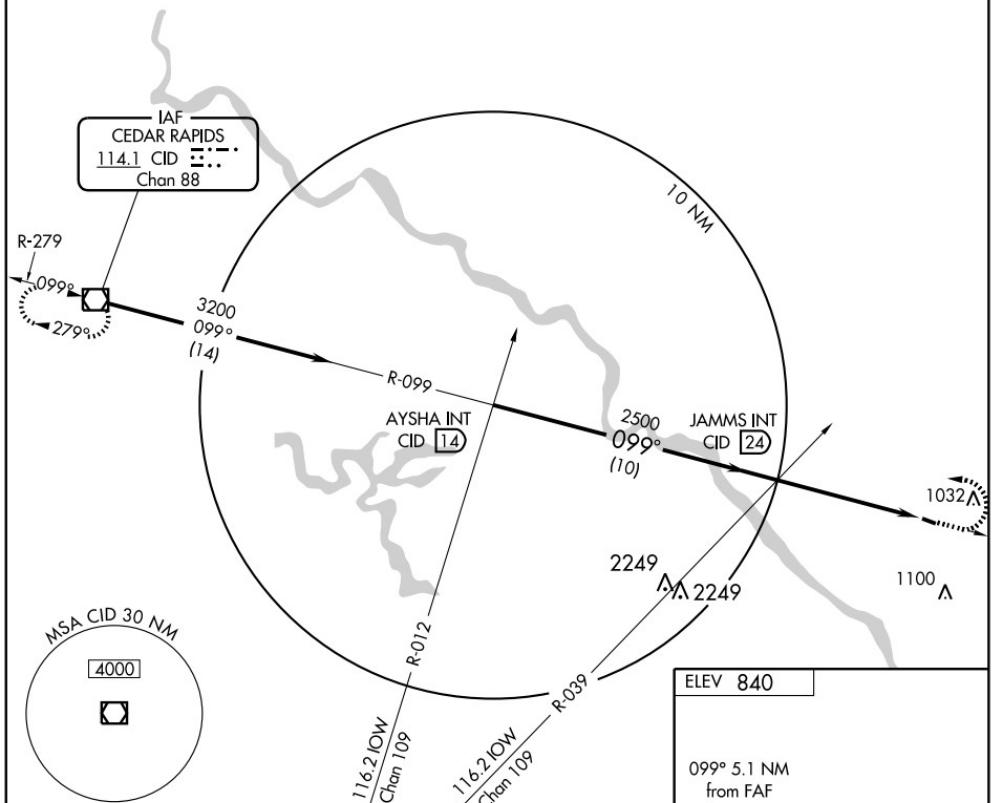
TIPTON/MATHEWS MEMORIAL (8C4)

VOR/DME CID 114.1 Chan 88	APP CRS 099°	Rwy Idg 3000 TDZE 840 Apt Elev 840
--	------------------------	---

▼ Use Cedar Rapids altimeter setting.

▲ NA

MISSSED APPROACH: Climb to 3200, then left turn direct CID VOR/DME and hold.

CEDAR RAPIDS APP CON ★
119.7 266.8CTAF
122.9

CATEGORY	A	B	C	D
S-11	1300-1 460 (500-1)	1300-1½ 460 (500-1½)		NA
CIRCLING	1440-1 600 (600-1)	1460-1½ 620 (700-1½)		NA

MIRL Rwy 11-29

FAF to MAP 5.1 NM

Knots 60 90 120 150 180

Min:Sec 5:06 3:24 2:33 2:02 1:42

APP CRS Rwy 1dg 4000
094° TDZE 838
 Apt Elev 845

GPS RWY 9

VINTON VETERANS MEMORIAL AIRPARK (VTI)

NA

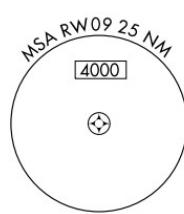
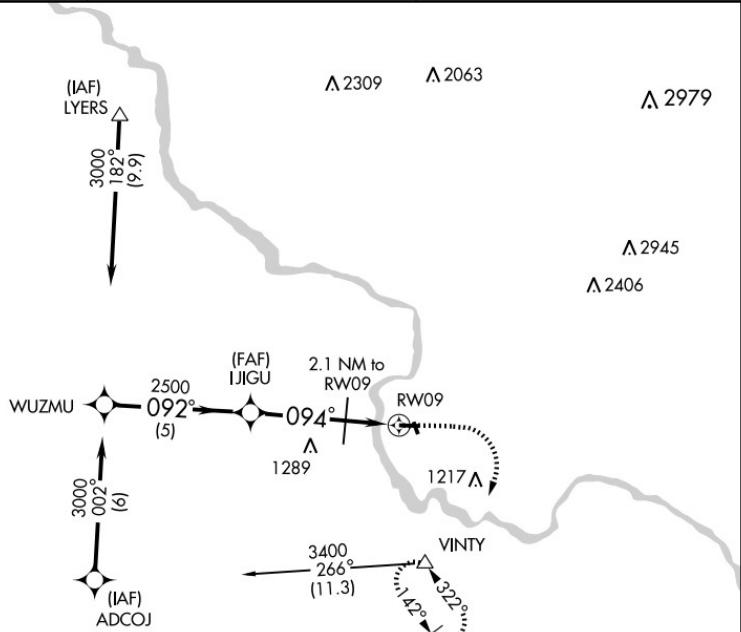
Use Cedar Rapids altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing right turn to 3400 direct VINTY WP and hold.

AWOS-3
120,075

CEDAR RAPIDS APP CON ★
134.05 266.8

UNICOM
122.8 (CTAF) 1



ELEV 845 Rwy 34 ldg 2310'

CATEGORY	5 NM		3 NM		2.1 NM	
	A	B	C	D	E	F
S-9	1300-1	462 (500-1)		NA		
CIRCLING	1380-1	535 (600-1)		NA		

REIL Rwy 9 and 27 
MIRL Rwy 9-27 

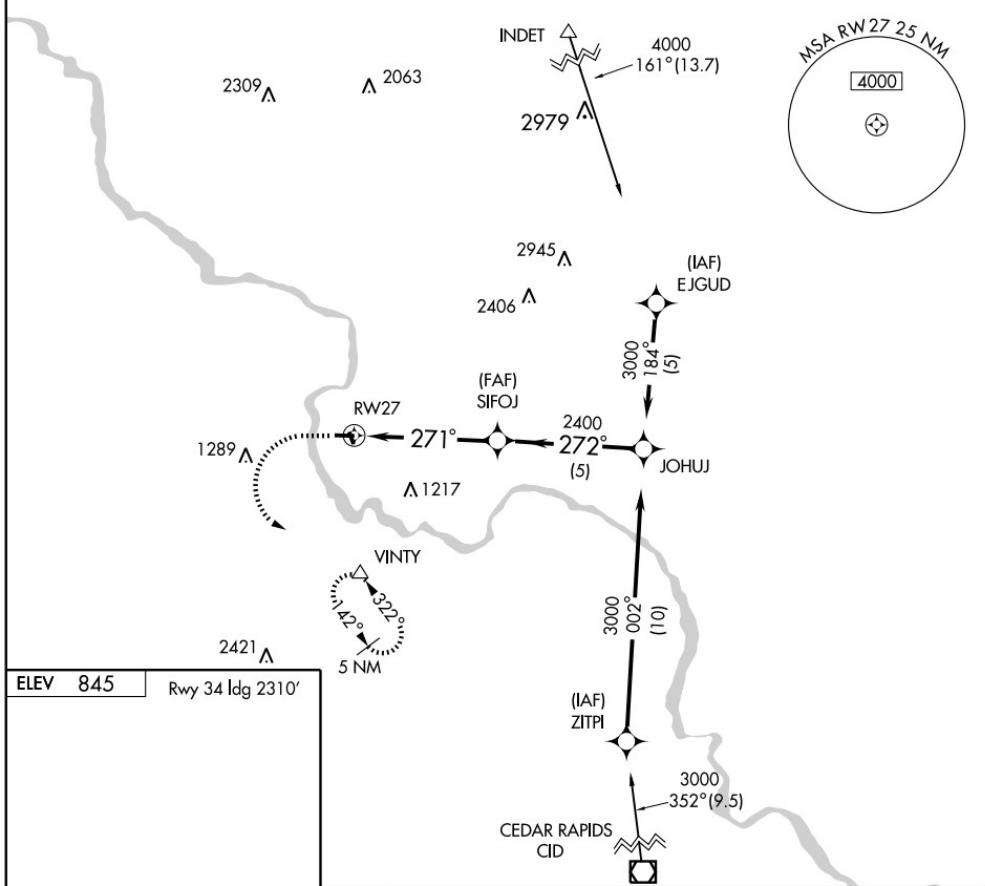
GPS RWY 27

VINTON VETERANS MEMORIAL AIRPARK (VTI)

APP CRS 271°	Rwy Idg 4000 TDZE 838 Apt Elev 845
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▼ NA Use Cedar Rapids altimeter setting.
 ▲ NA

MISSSED APPROACH: Climb to 3000, then climbing left turn to 3400 direct VINTY WP and hold.

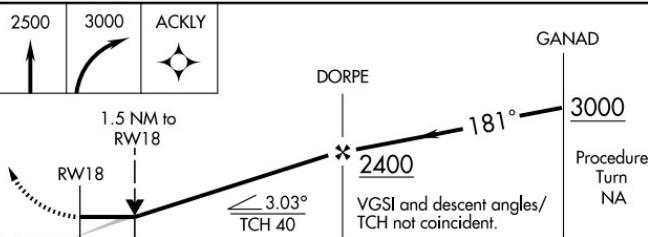
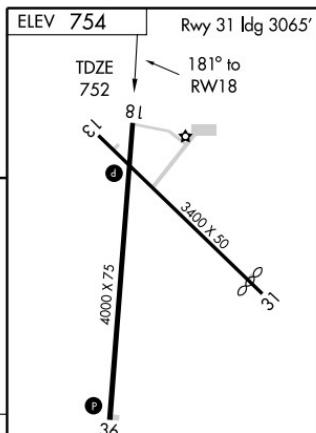
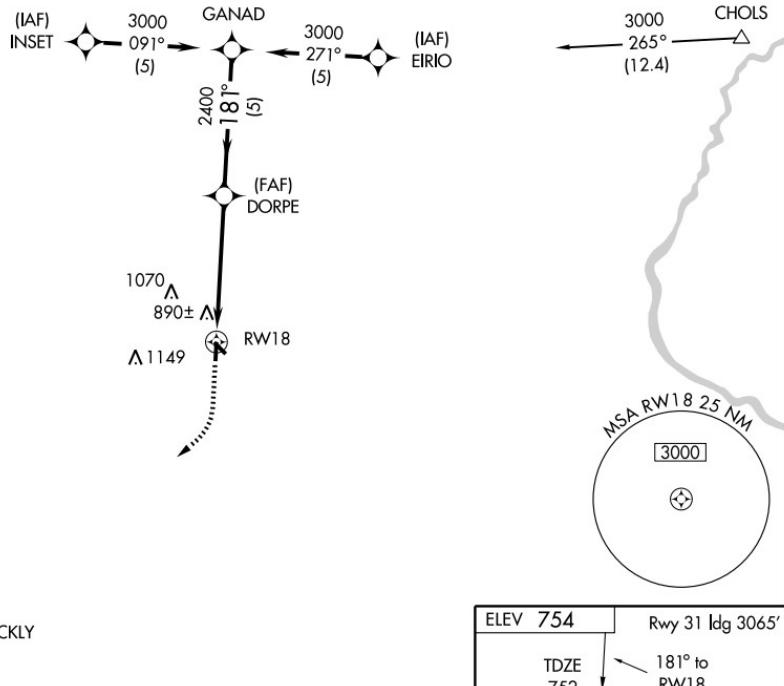
AWOS-3
120.075CEDAR RAPIDS APP CON *
134.05 266.8UNICOM
122.8 (CTAF) L

APP CRS 181°	Rwy Idg 4000 TDZE 752 Apt Elev 754
------------------------	---

GPS RWY 18

WASHINGTON MUNI (AWG)

T	MISSIED APPROACH: Climb to 2500, then climbing right turn to 3000 direct ACKLY WP and hold.		
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF)



CATEGORY	A	B	C	D
S-18	1260-1	508 (600-1)	1260-1½ 508 (600-1½)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

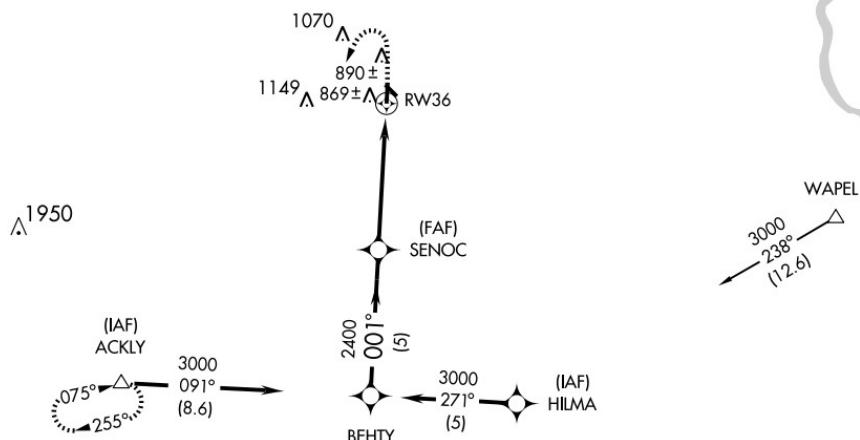
REIL Rwy 18 and 36
MIRL Rwy 13-31 and 18-36

GPS RWY 36

WASHINGTON MUNI (AWG)

APP CRS 001°	Rwy Idg 4000 TDZE 752 Apt Elev 754
------------------------	---

T NA	MISSIED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ACKLY WP and hold.		
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) L



Procedure Turn NA	BEHTY			ELEV 754 Rwy 31 Idg 3065'
	3000	001°	SENO	
VGSi and descent angles/ TCH not coincident.	2400	2500 3000 ACKLY	1 NM to RW36	RW36
TDZE 752	36	3.04° TCH 40	4000 X 75	3400 X 50
CATEGORY	A	B	C	D
S-36	1120-1	368 (400-1)		NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA
				REIL Rwy 18 and 36 L MIRL Rwy 13-31 and 18-36 L

WASHINGTON, IOWA

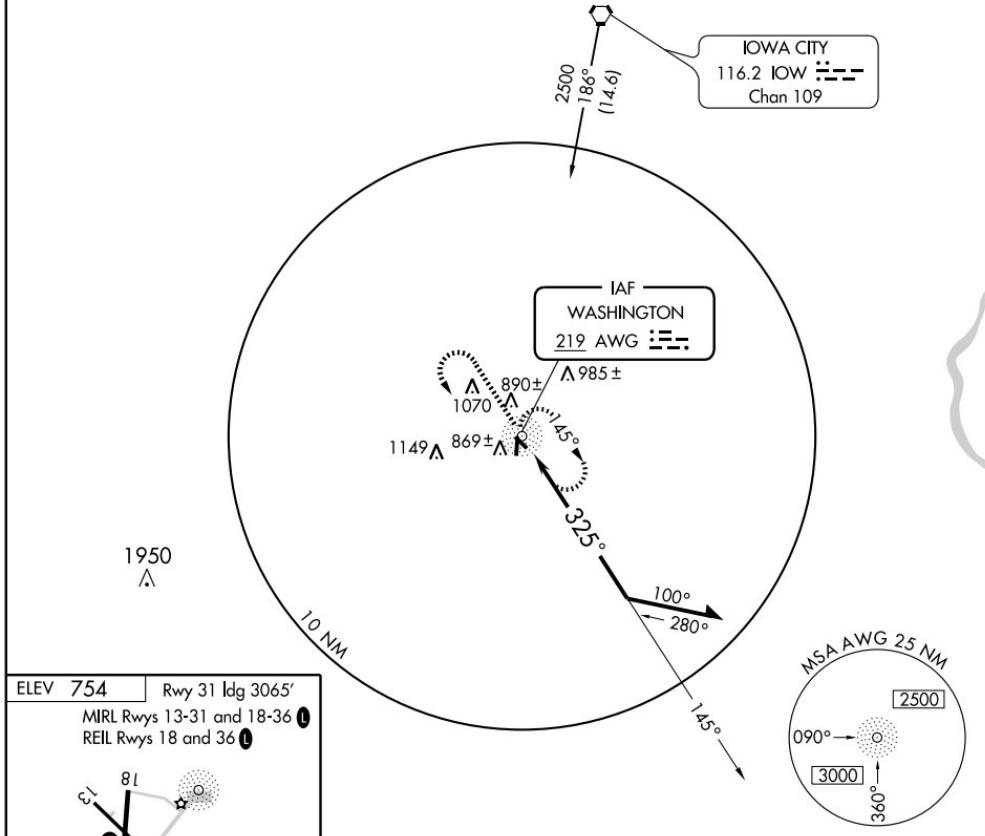
AL-6289 (FAA)

NDB RWY 31

WASHINGTON MUNI (AWG)

NDB AWG 219	APP CRS 325°	Rwy Idg 3065 TDZE 754 Apt Elev 754
-----------------------	------------------------	---

V ▲ NA	MISSED APPROACH: Climb to 2500 then left turn direct AWG NDB and hold.
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95
	GCO 121.725
	UNICOM 122.7 (CTAF)



CATEGORY	A	B	C	D
S-31	1220-1	466 (500-1)	1220-1½ 466 (500-1½)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

WASHINGTON, IOWA

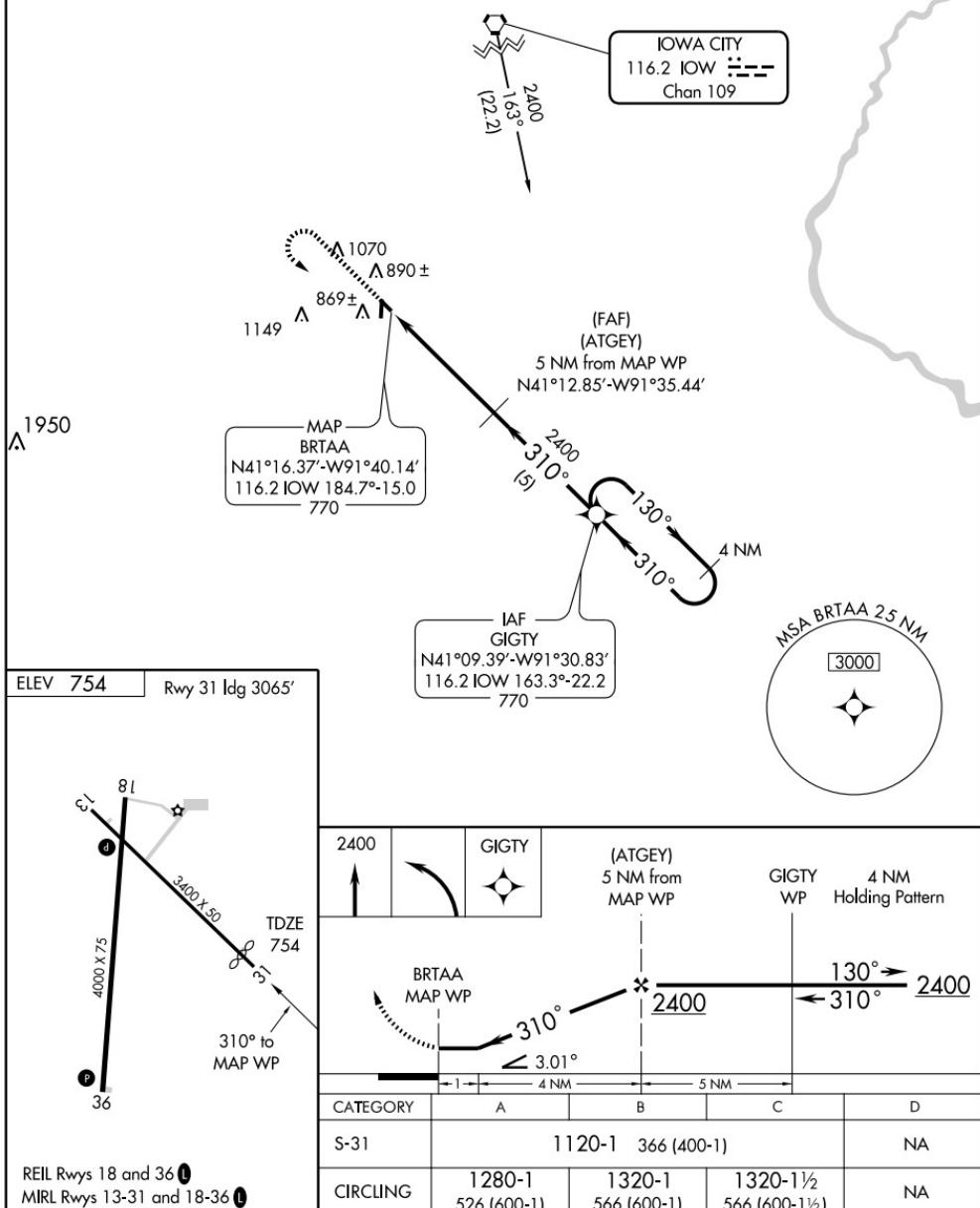
AL-6289 (FAA)

VORTAC IOW 116.2 Chan 109	APP CRS 310°	Rwy Idg 3065 TDZE 754 Apt Elev 754
---------------------------------	-----------------	--

VOR/DME RNAV or GPS RWY 31

WASHINGTON MUNI (AWG)

T	MISSIED APPROACH: Climb to 2400 then left turn direct GIGTY WP and hold.		
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF)



WASHINGTON, IOWA

AL-6289 (FAA)

VOR/DME RWY 36

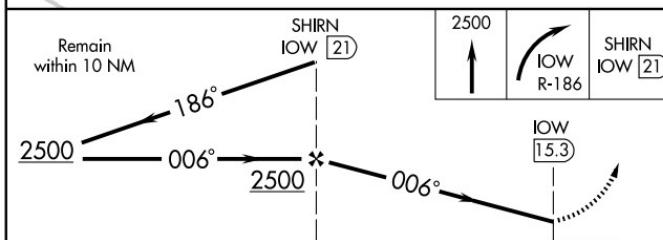
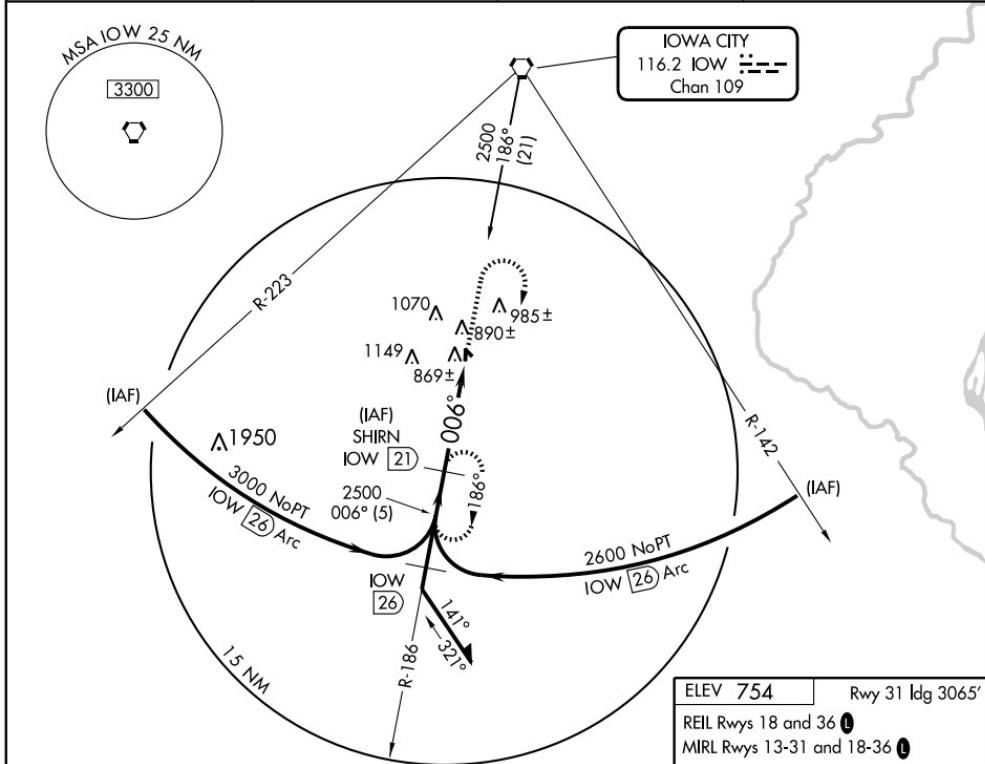
WASHINGTON MUNI (AWG)

VORTAC IOW
116.2
Chan 109

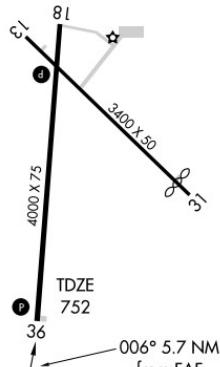
APP CRS
006°

Rwy Idg 4000
TDZE 752
Apt Elev 754

V NA	MISSSED APPROACH: Climb to 2500 then right turn via IOW R-186 to SHIRN 21 DME and hold.		
AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) L



CATEGORY	A	B	C	D
S-36	1120-1	368 (400-1)	1120-1½ 368 (400-1½)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA



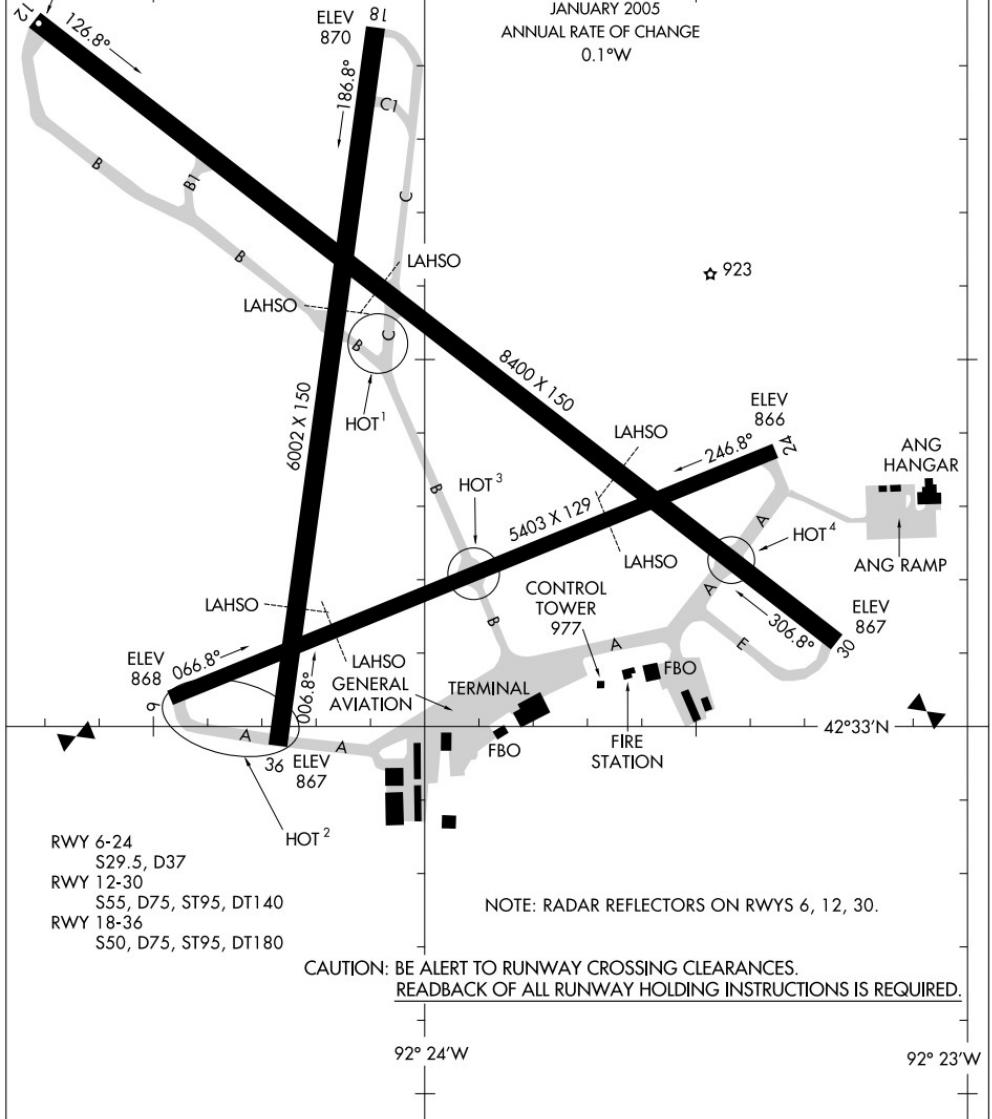
AIRPORT DIAGRAM

AL-945 (FAA)

WATERLOO RGNL (ALO)
WATERLOO, IOWA

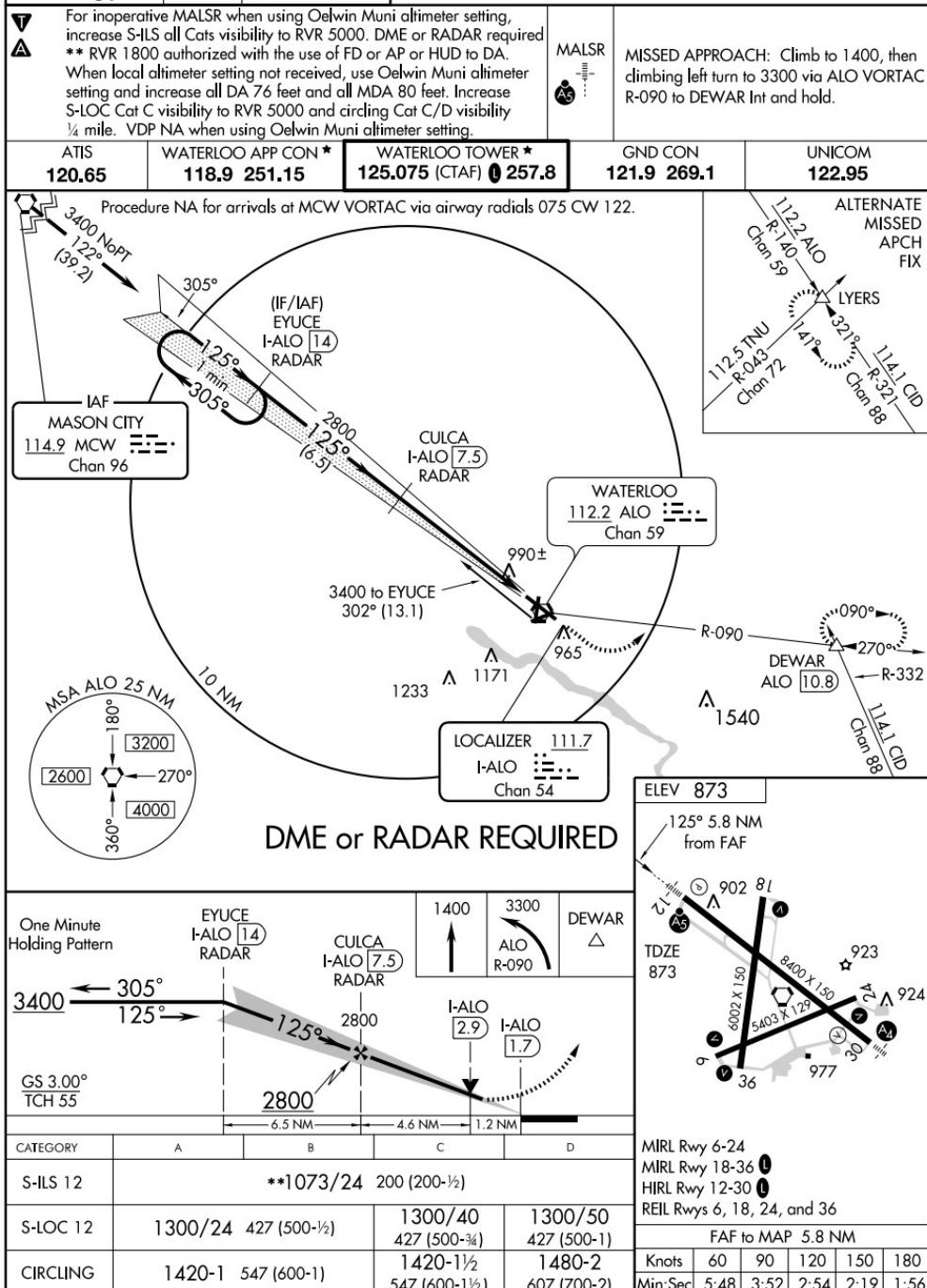
ATIS
120.65
WATERLOO TOWER★
125.075 257.8
GND CON
121.9 269.1

FIELD
ELEV
873



LOC/DME I-ALO	APP CRS	Rwy Idg	8400
111.7	125°	TDZE	873
Chan 54		Apt Elev	873

ILS or LOC RWY 12 WATERLOO RGNL (ALO)



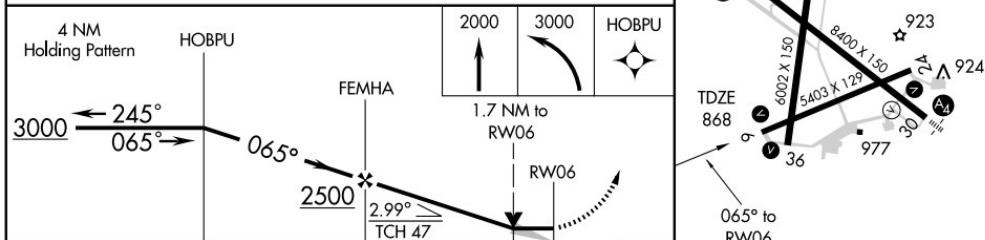
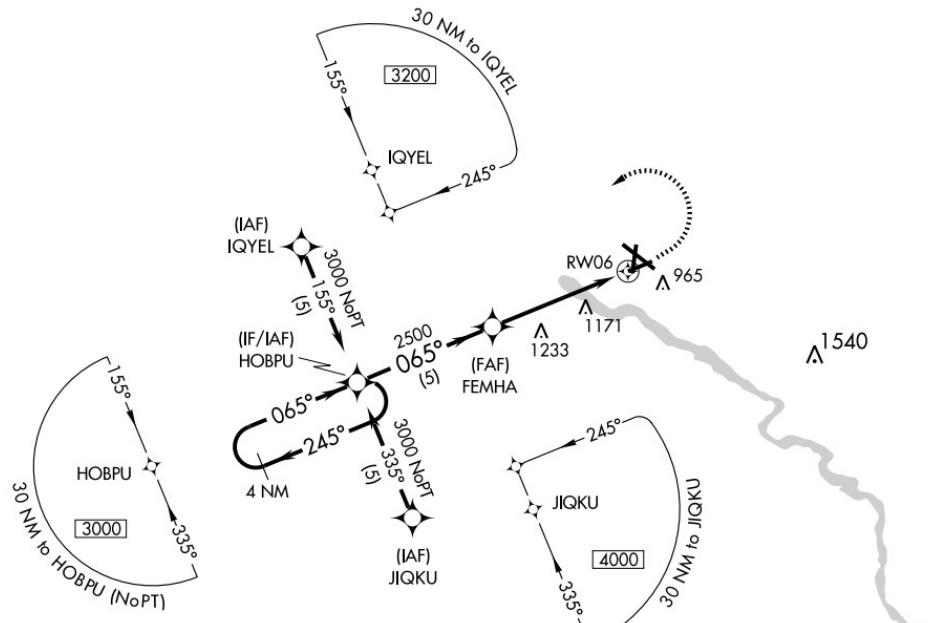
RNAV (GPS) RWY 6
WATERLOO RGNL (ALO)

APP CRS 065°	Rwy Idg TDZE Apt Elev	5403 868 873
------------------------	-----------------------------	---

When control tower closed, straight-in minimums not authorized at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HOBPU WP and hold.

ATIS 120.65	WATERLOO APP CON ★ 118.9 251.15	WATERLOO TOWER ★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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	5 NM		3.3 NM		1.7	RWY08
CATEGORY	A	B	C	D		
LNAV MDA	1440-1	572 (600-1)	1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)		MIRL Rwy 6-24 MIRL Rwy 18-36 
CIRLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)		HIRL Rwy 12-30  REIL Rwy 6, 18, 24, and 36

RNAV (GPS) RWY 12

WATERLOO RGNL (ALO)

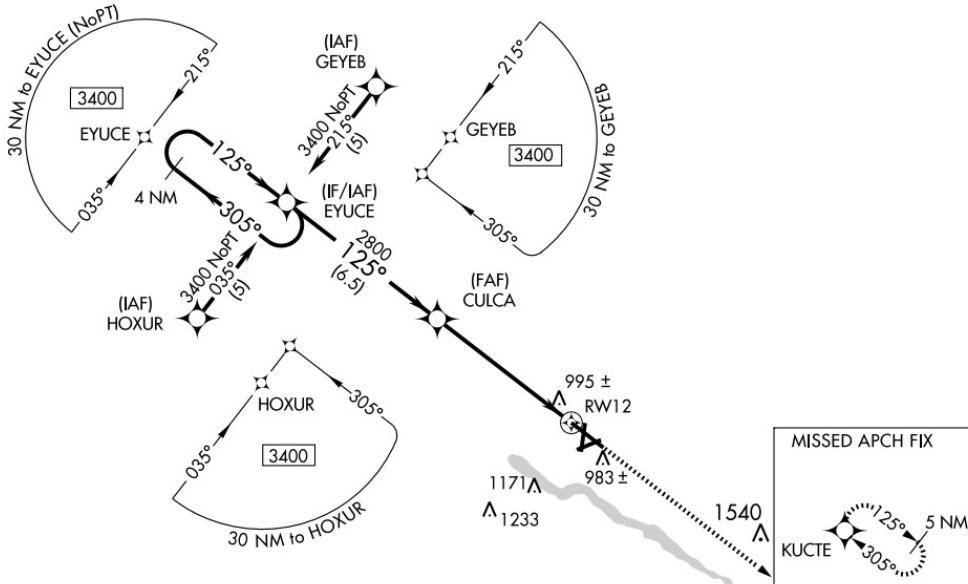
WAAS	APP CRS	Rwy Idg	8400
CH 72801	125°	TDZE	873
W12A		Apt Elev	873

- ▼ For inoperative MALSR, increase LPV min Cat visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000. DME/DME-0.3 RNP NA.
- ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4F) or above 47C (117F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs /MDAs 80'. Baro-VNAV and VDP NA when using Independence altimeter setting.

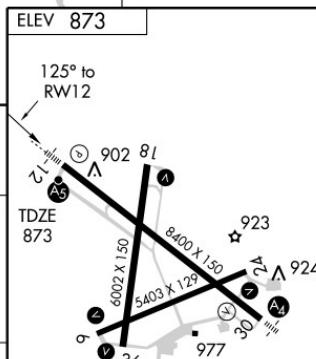
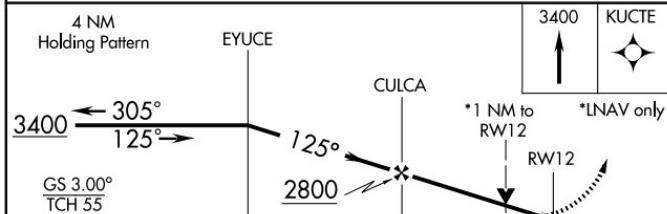


MISSSED APPROACH: Climb to 3400 direct KUCTE and hold.

ATIS 120.65	WATERLOO APP CON★ 118.9 251.15	WATERLOO TOWER★ 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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NC-3-17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
LPV DA	1123/24	250 (300-½)		
LNAV/ DA VNAV	1273/40	400 (400-¾)		
LNAV MDA	1260/24	387 (400-½)	1260/50	387 (400-1)
CIRCLING	1380-1¼	507 (600-1¼)	1380-1½	1480-2
			507 (600-1½)	607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rwy 6, 18, 24, and 36

WATERLOO, IOWA

AL-945 (FAA)

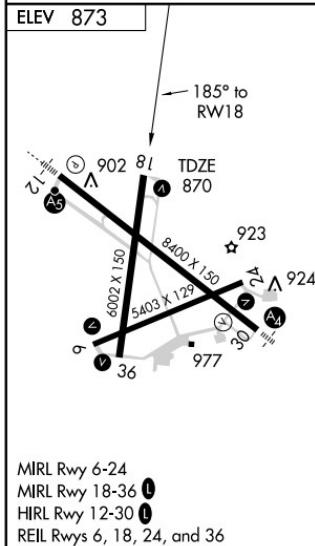
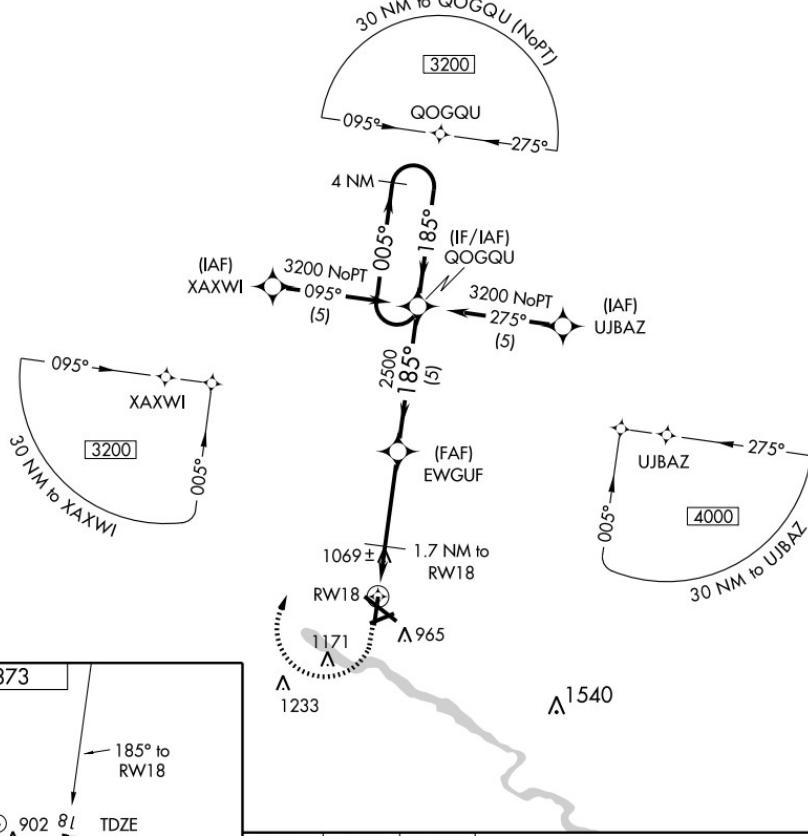
RNAV (GPS) RWY 18

WATERLOO RGNL (ALO)

APP CRS 185°	Rwy Idg 6002 TDZE 870 Apt Elev 873
------------------------	---

V GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
A NA

MISSIED APPROACH: Climb to 2000, then climbing right turn to 3200 direct QOGQU WP and hold.

ATIS
120.65WATERLOO APP CON ★
118.9 251.15WATERLOO TOWER ★
125.075 (CTAF) 0 257.8GND CON
121.9 269.1UNICOM
122.95

CATEGORY	A	B	C	D
LNAV MDA	1320-1 450 (500-1)		1320-1½ 450 (500-1½)	1320-1½ 450 (500-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

RNAV (GPS) RWY 24

WATERLOO RGNL (ALO)

APP CRS
245°
Rwy Idg 5403
TDZE 867
Apt Elev 873

V When control tower closed, straight-in minimums not authorized at night.
ANA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSIED APPROACH: Climb to 2000, then climbing right turn to 4000 direct NEHWY WP and hold.

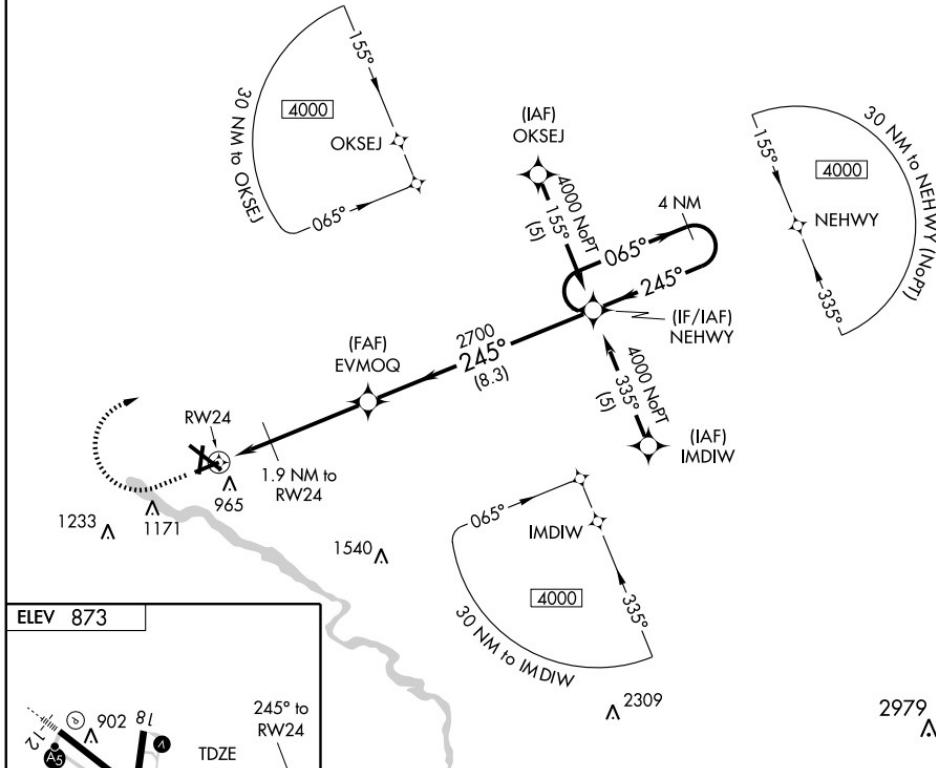
ATIS
120.65

WATERLOO APP CON *
118.9 251.15

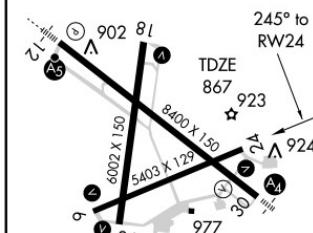
WATERLOO TOWER *
125.075 (CTAF) 0 257.8

GND CON
121.9 269.1

UNICOM
122.95



ELEV 873



MIRL Rwy 6-24
MIRL Rwy 18-36 0
HIRL Rwy 12-30 0
REIL Rwy 6, 18, 24, and 36

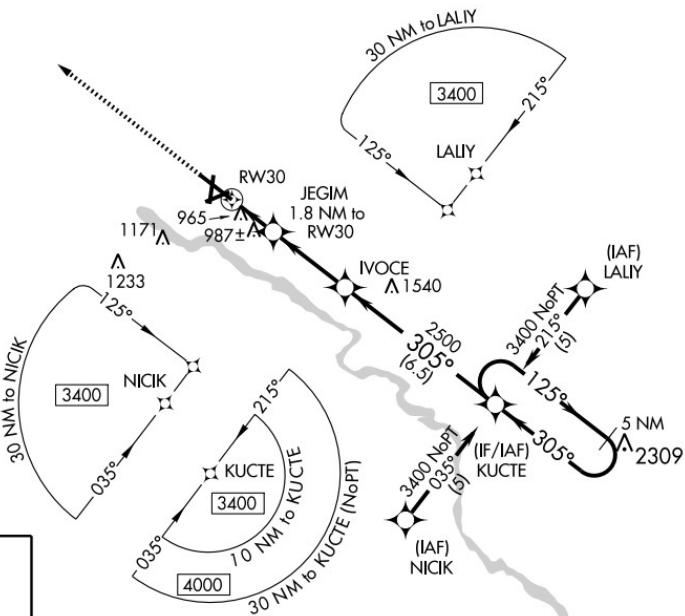
CATEGORY	1240-1 373 (400-1)			1240-1 1/4 373 (400-1 1/4)
	A	B	C	
LNAV MDA				
CIRCLING	1380-1 507 (600-1)		1380-1 1/2 507 (600-1 1/2)	1480-2 607 (700-2)

RNAV (GPS) RWY 30

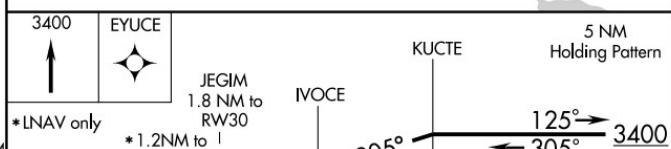
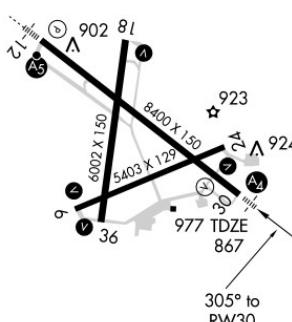
WATERLOO RGNL (ALO)

WAAS CH 78201 W30A	APP CRS 305°	Rwy Idg TDZE	8400 867 873
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▼ Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F)
 or above 47°C (116°F). If local altimeter setting not received, use Independence
 altimeter setting and increase all DAs/MDAs 80 feet. DME/DME-0.3 RNP NA.
 Baro-VNAV and VDP NA when using Independence altimeter setting.

MALS R
A4MISSIED APPROACH: Climb to
3400 direct EYUCE and hold.ATIS
120.65WATERLOO APP CON★
118.9 251.15WATERLOO TOWER★
125.075 (CTAF) 0 257.8GND CON
121.9 269.1UNICOM
122.95

ELEV 873



CATEGORY	A	B	C	D
LPV DA			1117-3/4	250 (300-3/4)
LNAV / DA VNAV			1299-1/2	432 (500-1/2)
LNAV MDA	1300- 3/4	433 (500-3/4)	1300-1 1/4 433 (500-1 1/4)	1300-1 1/2 433 (500-1 1/2)
CIRCLING	1380-1 1/2	507 (600-1 1/2)	1480-2 607 (700-2)	

MIRL Rwy 6-24

MIRL Rwy 18-36

HIRL Rwy 12-30

REIL Rwy 6, 18, 24, and 36

RNAV (GPS) RWY 36
WATERLOO RGNL (ALO)

APP CRS 005°	Rwy Idg TDZE Apt Elev	6002 869 873
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GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct QOPEV WP and hold.

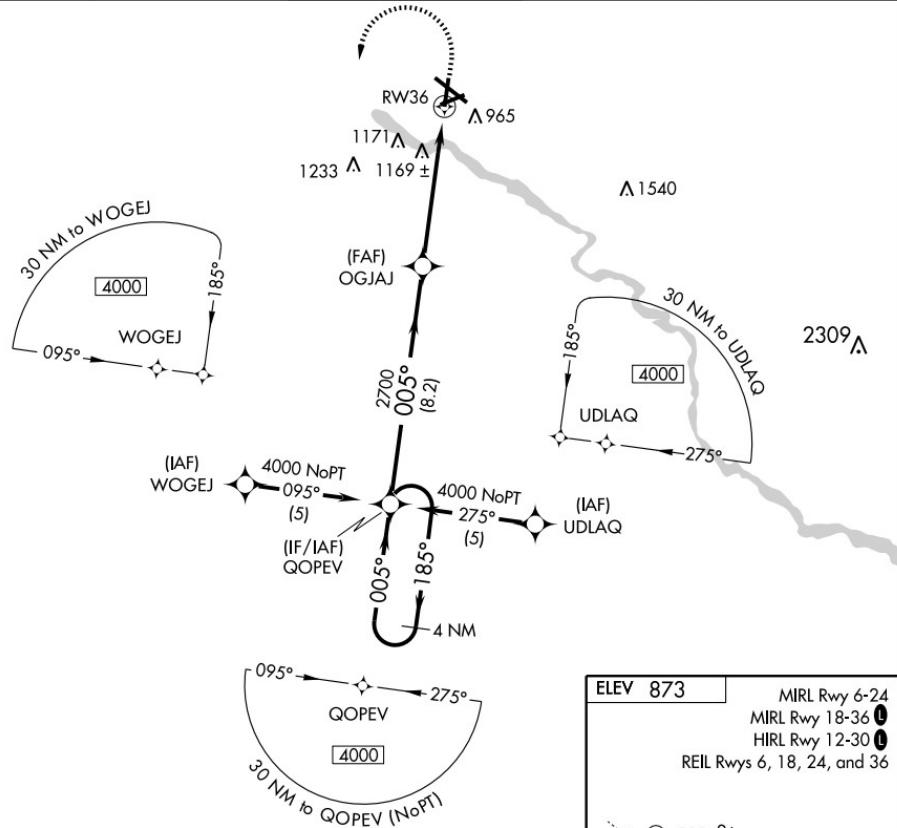
ATIS
120.65

WATERLOO APP CO
118.9 251.15

WATERLOO TOWER ★
125.075 (CTAF) 257.8

GND CON
121.9 269.1

UNICOM
122.95



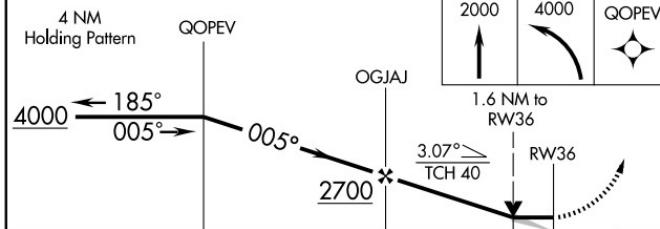
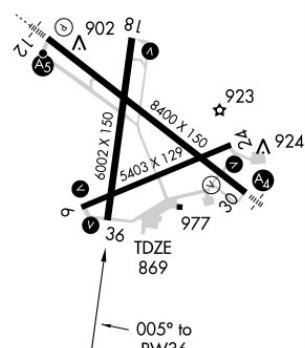
FIFV 873

MIRL Rwy 6-24

MIRL Rwy 18-36 L

IIRL Rwy 12-30 L

REIL Rwy 6, 18, 24, and 36



	8.2 NM		3.9 NM		1.6
CATEGORY	A	B	C	D	
LNAV MDA	1420-1	551 (600-1)	1420-1½ 551 (600-1½)	1420-1¾ 551 (600-1¾)	1420-1¾ 551 (600-1¾)
CIRCLING	1420-1	547 (600-1)	1420-1½ 547 (600-1½)	1480-2 607 (700-2)	

WATERLOO, IOWA

AL-945 (FAA)

VOR/DME RWY 30

WATERLOO RGNL (ALO)

VORTAC ALO 112.2	APP CRS 294°	Rwy Idg TDZE Apt Elev	8400 867 873
Chan 59			

▼ Inoperative table does not apply to Cat C.
If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.

MALSR
A4

MISSSED APPROACH: Climb to 3500 via ALO R-302 to SEATS Int/13.3 DME and hold.

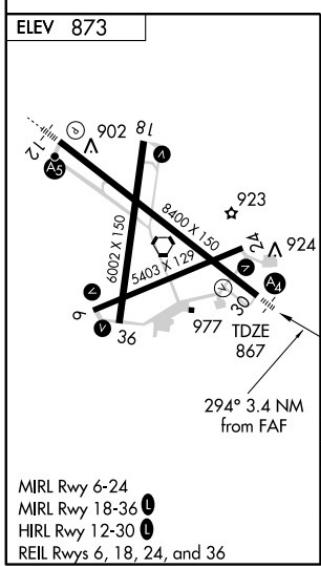
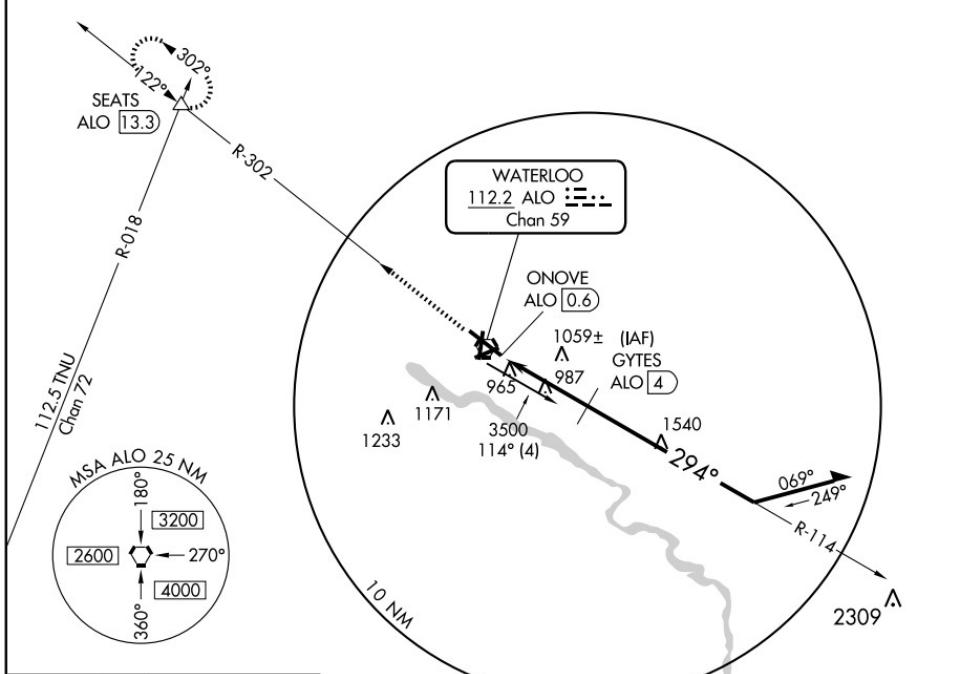
ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

WATERLOO TOWER ★
125.075 (CTAF) 0 257.8

GND CON
121.9 269.1

UNICOM
122.95



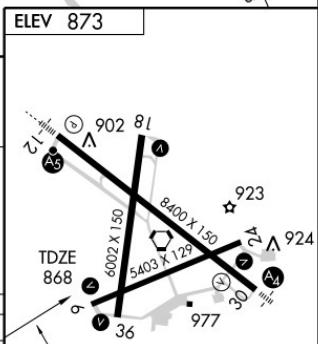
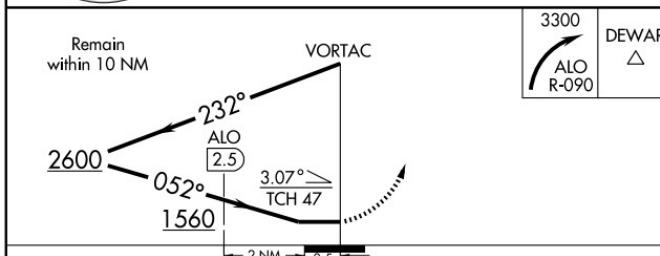
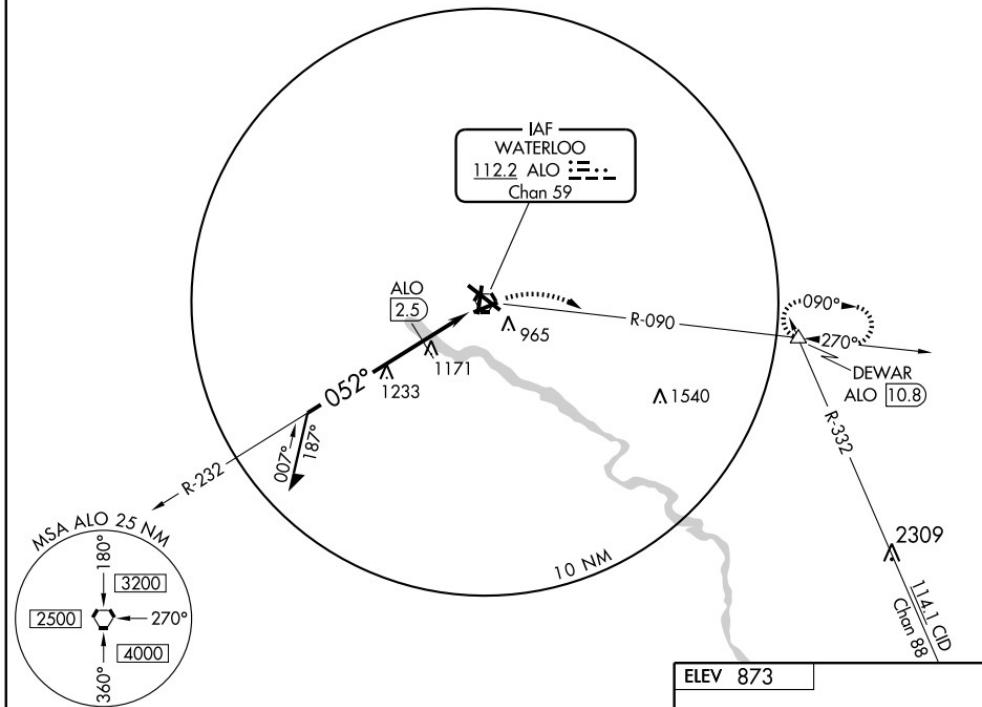
VOR RWY 6

WATERLOO RGNL (ALO)

VORTAC ALO 112.2 Chan 59	APP CRS 052°	Rwy Idg 5403 TDZE 868 Apt Elev 873
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V When control tower closed, straight-in minimums not authorized at night.

MISSSED APPROACH: Climbing right turn to 3300 via ALO R-090 to DEWAR Int and hold.

ATIS
120.65WATERLOO APP CON *
118.9 251.15WATERLOO TOWER *
125.075 (CTAF) 257.8GND CON
121.9 269.1UNICOM
122.95

CATEGORY	A	B	C	D
S-6	1560-1	692 (700-1)	1560-2 692 (700-2)	1560-2 1/4 692 (700-2 1/4)
CIRCLING	1560-1	687 (700-1)	1560-2 687 (700-2)	1560-2 1/4 687 (700-2 1/4)

DME MINIMUMS			
S-6	1440-1	572 (600-1)	1440-1 1/2 572 (600-1 1/2)
CIRCLING	1440-1	567 (600-1)	1440-1 1/2 567 (600-1 1/2)

MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rwy 6, 18, 24, and 36

VORTAC ALO 112.2 Chan 59	APP CRS 165°	Rwy Idg TDZE Apt Elev 6002 870 873
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V
A NA

MISSSED APPROACH: Climbing right turn to 2800 via ALO R-209 to NEVIS Int and hold.

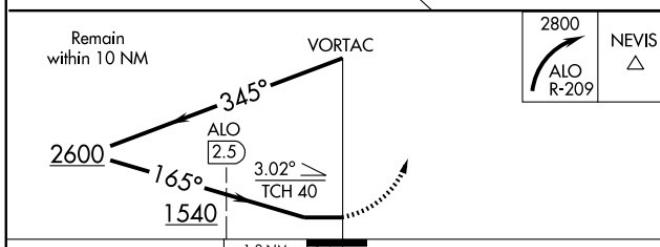
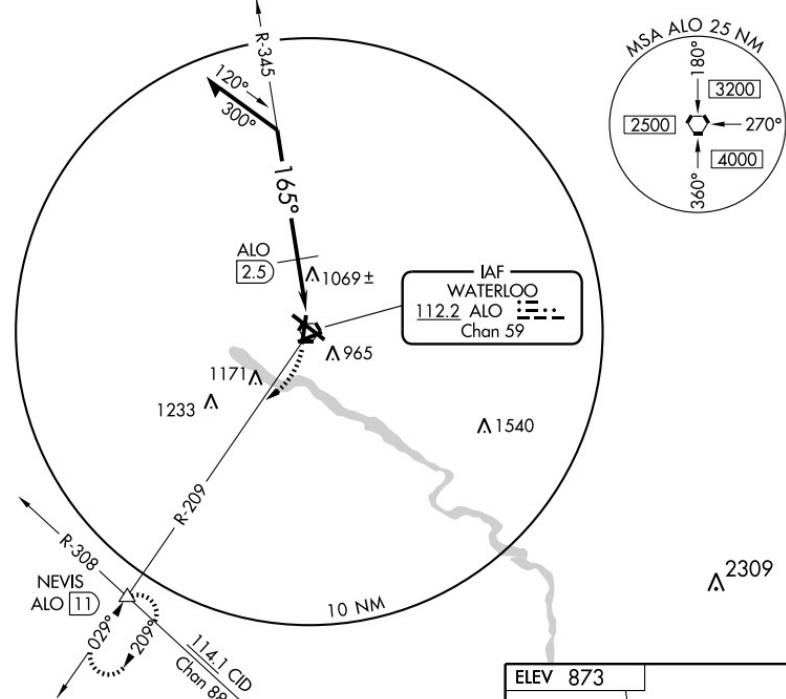
ATIS
120.65

WATERLOO APP CON *
118.9 251.15

WATERLOO TOWER *
125.075 (CTAF) 0 257.8

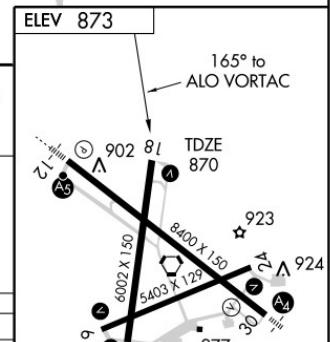
GND CON
121.9 269.1

UNICOM
122.95



CATEGORY	A	B	C	D
S-18	1540-1	670 (700-1)	1540-1¾ 670 (700-1¾)	1540-2 670 (700-2)
CIRCLING	1540-1	667 (700-1)	1540-1¾ 667 (700-1¾)	1540-2 667 (700-2)

DME MINIMUMS				
S-18	1320-1	450 (500-1)	1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)



MIRL Rwy 6-24
MIRL Rwy 18-36
HIRL Rwy 12-30
REIL Rwy 6, 18, 24, and 36

VORTAC ALO 112.2 Chan 59	APP CRS 253°	Rwy Idg TDZE Apt Elev 5403 867 873
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VOR RWY 24

WATERLOO RGNL (ALO)

T When control tower closed, straight-in minimums not authorized at night.
NA

MISSED APPROACH: Climb to 1500, then climbing left turn to 2800 via ALO R-209 to NEVIS Int and hold.

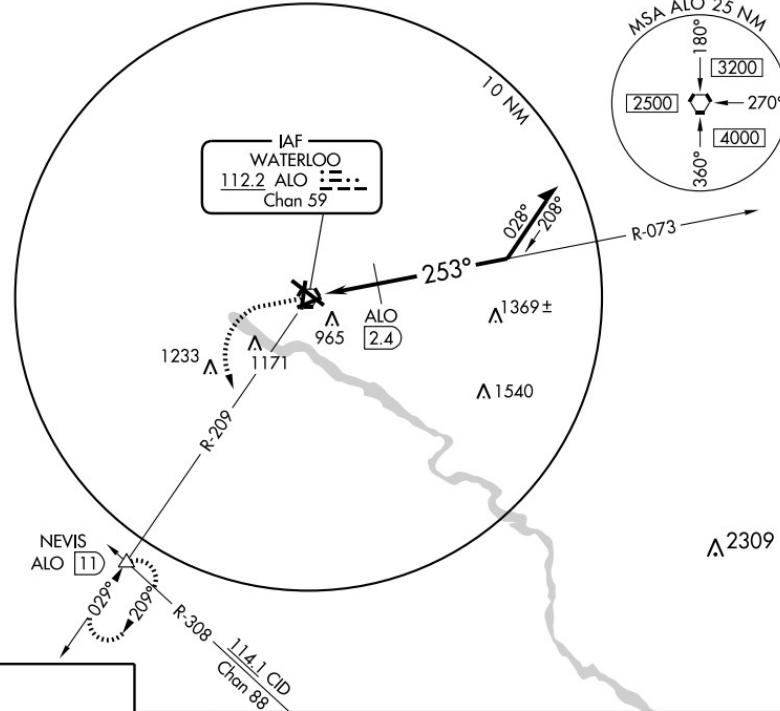
ATIS
120.65

WATERLOO APP CON ★
118.9 251.15

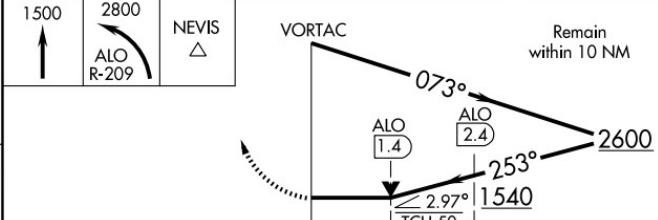
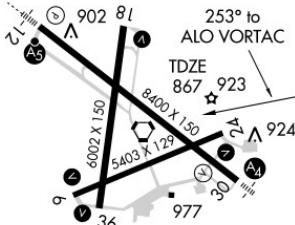
WATERLOO TOWER ★
125.075 (CTAF) 257.8

GND CON
121.9 269.1

UNICOM
122.95



ELEV 873



CATEGORY	A	B	C	D
S-24	1540-1 673 (700-1)		1540-2 673 (700-2)	1540-2 1/4 673 (700-2 1/4)
CIRCLING	1540-1 667 (700-1)		1540-2 667 (700-2)	1540-2 1/4 667 (700-2 1/4)
DME MINIMUMS				
S-24		1240-1 373 (400-1)		1240-1 1/4 373 (400-1 1/4)
CIRCLING	1380-1 507 (600-1)		1380-1 1/2 507 (600-1 1/2)	1480-2 607 (700-2)

WATERLOO, IOWA

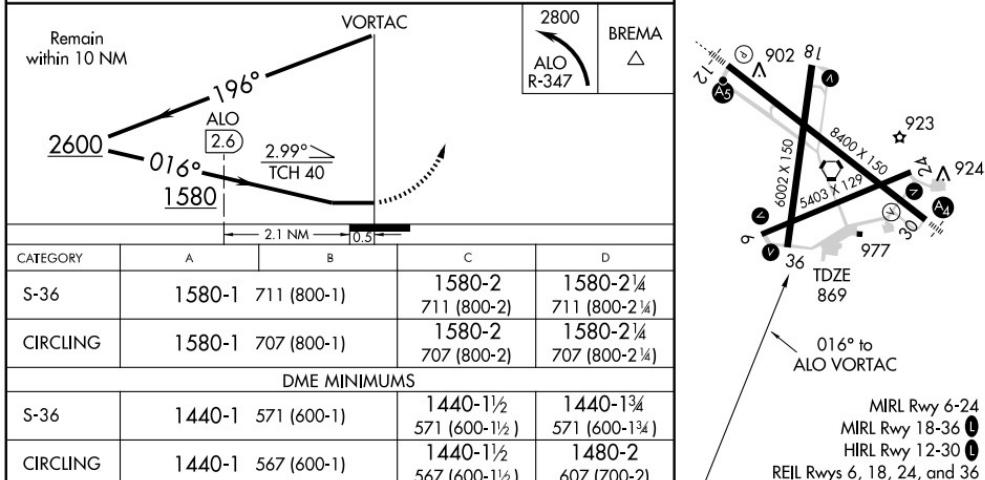
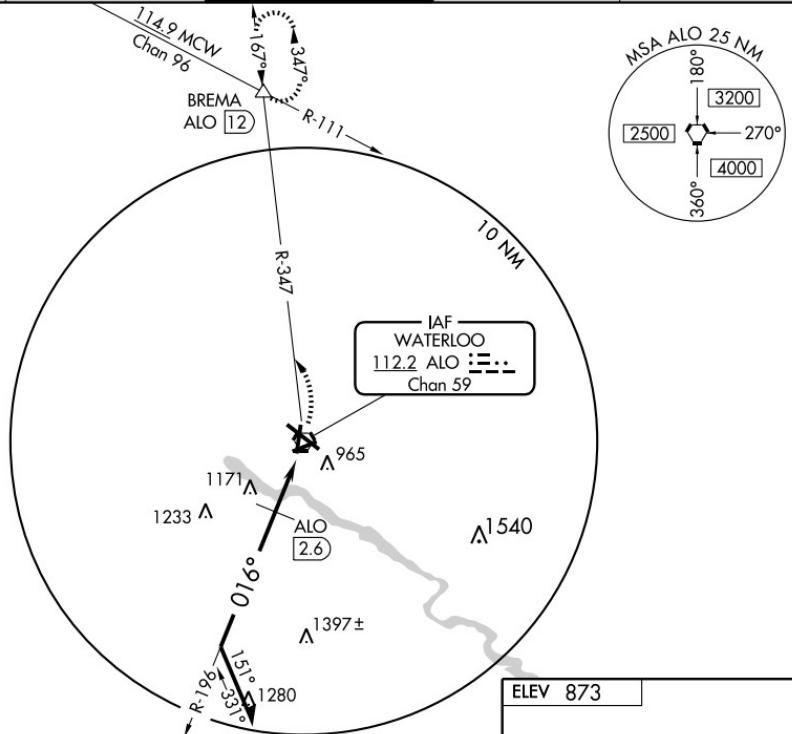
AL-945 (FAA)

VORTAC ALO 112.2 Chan 59	APP CRS 016°	Rwy Idg 6002 TDZE 869 Apt Elev 873
---------------------------------------	------------------------	--

VOR RWY 36

WATERLOO RGNL (ALO)

V	MISSDED APPROACH: Climbing left turn to 2800 via ALO R-347 to BREMA Int and hold.	
A NA	ATIS 120.65	WATERLOO APP CON * 118.9 251.15

WATERLOO TOWER ***125.075 (CTAF) 257.8**GND CON
121.9 269.1UNICOM
122.95

VORTAC ALO 112.2 Chan 59	APP CRS 331°	Rwy Idg TDZE Apt Elev N/A N/A 992
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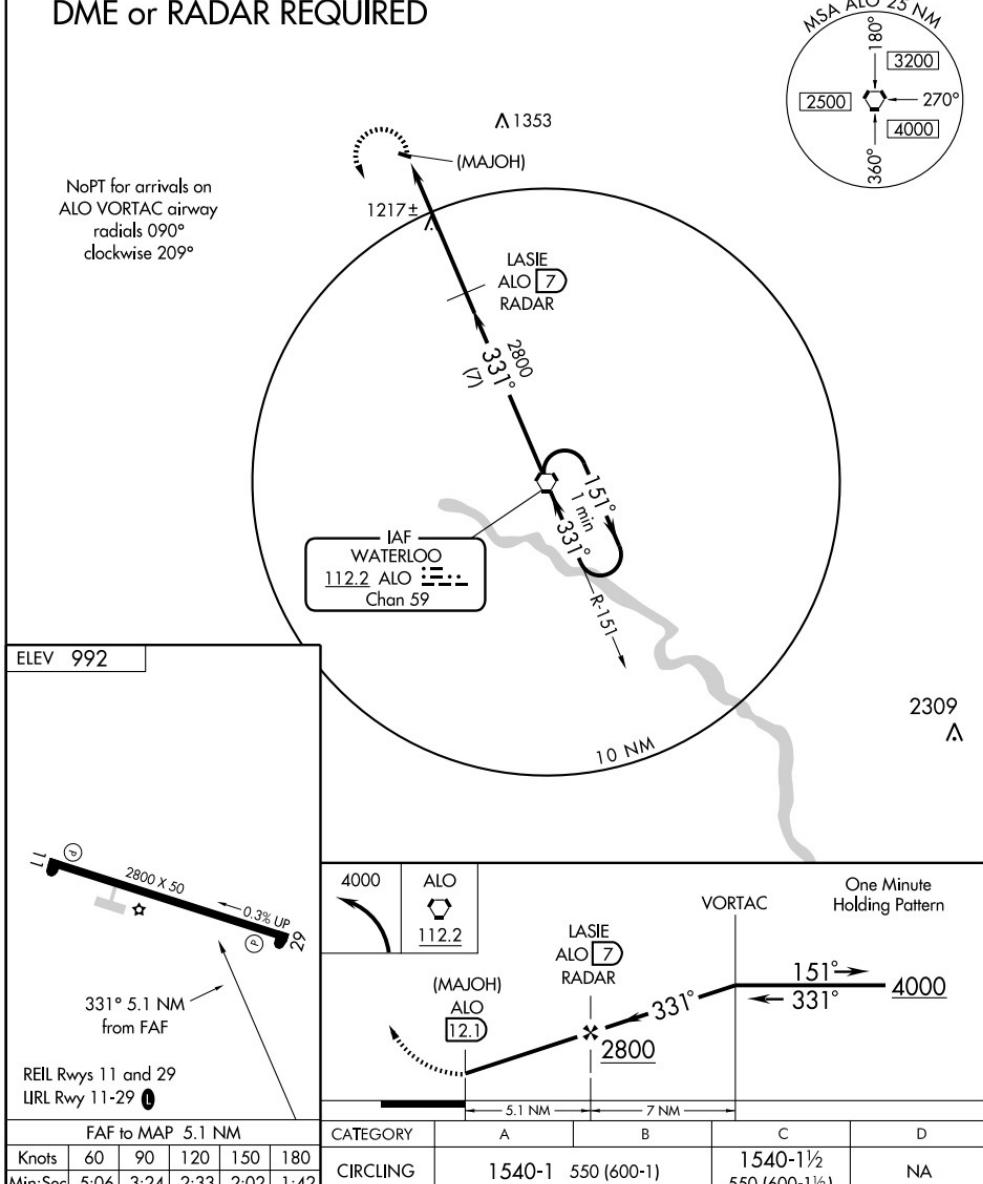
▼ RADAR not available when Waterloo Tower is closed.
▲ NA Use Waterloo altimeter setting.

MISSIED APPROACH: Climbing left turn to 4000 direct ALO VORTAC and hold.

WATERLOO APP CON *
118.9 251.15

UNICOM
122.8 (CTAF)

DME or RADAR REQUIRED



GPS RWY 32

WEBSTER CITY MUNI (EBS)

APP CRS 321°	Rwy Idg 4007
TDZE	1121
Apt Elev	1121

Rwy Idg **4007**
TDZE **1121**
Apt Elev **1121**

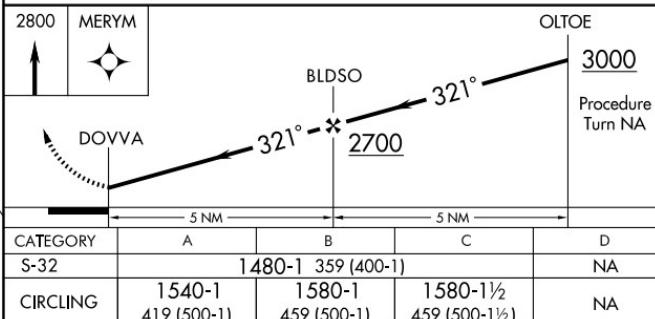
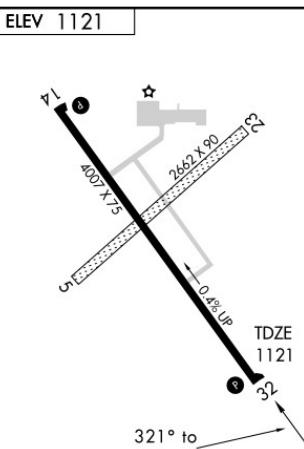
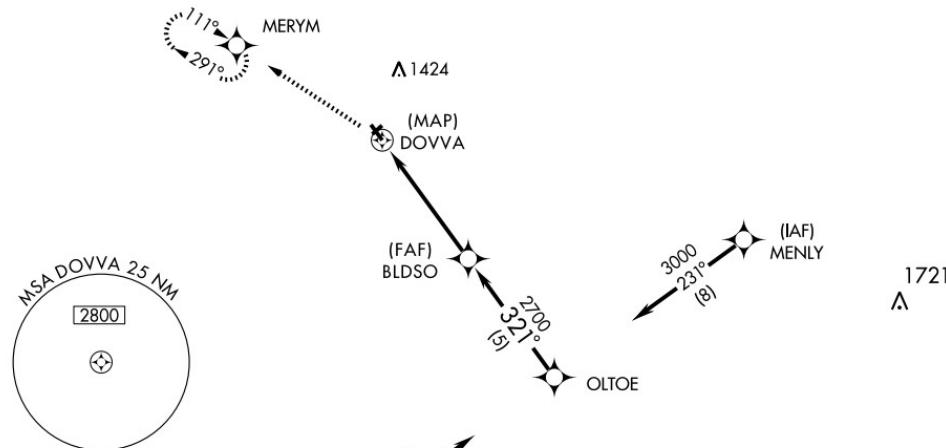
AWOS-3
127.825

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.8 (CTAF) 0

▲ NA

MISSSED APPROACH: Climb to 2800 direct to MERYM WP and hold.



WEBSTER CITY, IOWA

AL-5407 (FAA)

NDB EBS 323	APP CRS 330°	Rwy Idg 4007
TDZE		1121
Apt Elev		1121

NDB RWY 32

WEBSTER CITY MUNI (EBS)

▲ NA

MISSSED APPROACH: Climb to 2700, then left turn direct EBS NDB and hold.

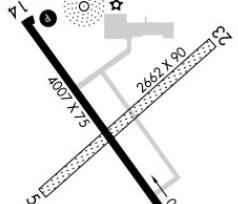
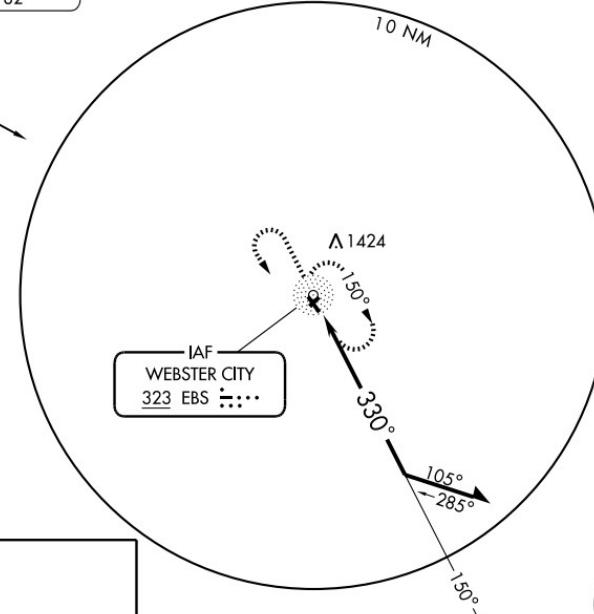
AWOS-3
127.825MINNEAPOLIS CENTER
134.0 288.3UNICOM
122.8 (CTAF) 0

FORT DODGE
113.5 FOD
Chan 82

▲ 1760

IAF
WEBSTER CITY
323 EBS

ELEV 1121

330° to
EBS NDBREIL Rwy's 14 and 32
MIRL Rwy 14-32 02800
(21.5)

2700 ↑ EBS
323

NDB
150°
330°
2700
Remain within 10 NM

CATEGORY	A	B	C	D
S-32	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA
CIRCLING	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA

WEBSTER CITY, IOWA

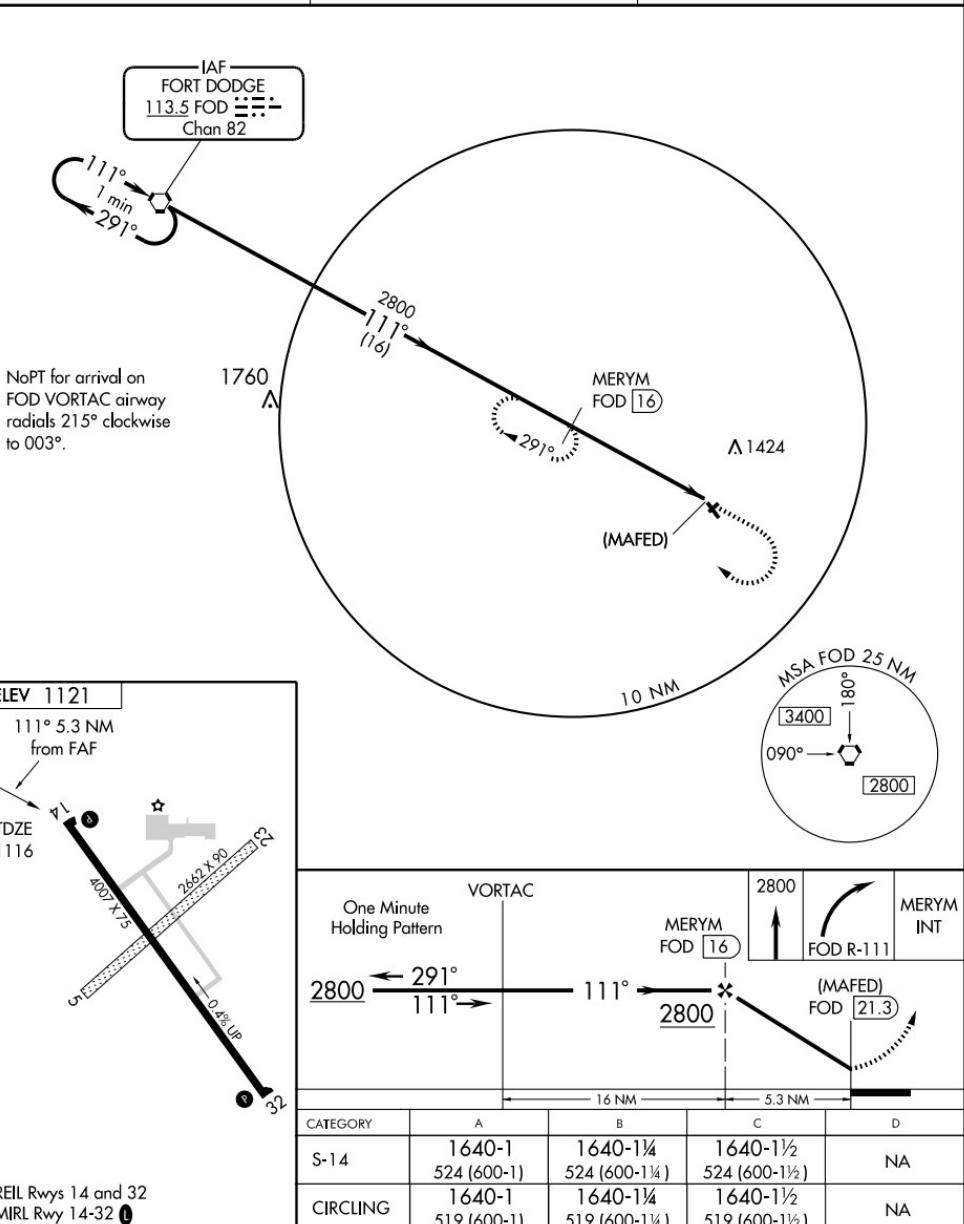
AL-5407 (FAA)

VORTAC FOD 113.5 Chan 82	APP CRS 111°	Rwy Idg 4007 TDZE Apt Elev 1116 1121
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VOR/DME or GPS RWY 14

WEBSTER CITY MUNI (EBS)

MISSSED APPROACH: Climb to 2800, then right turn via FOD R-111 to MERYM/16 DME and hold.

AWOS-3
127.825MINNEAPOLIS CENTER
134.0 288.3UNICOM
122.8 (CTAF)

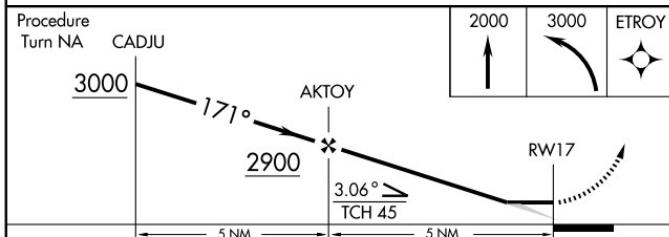
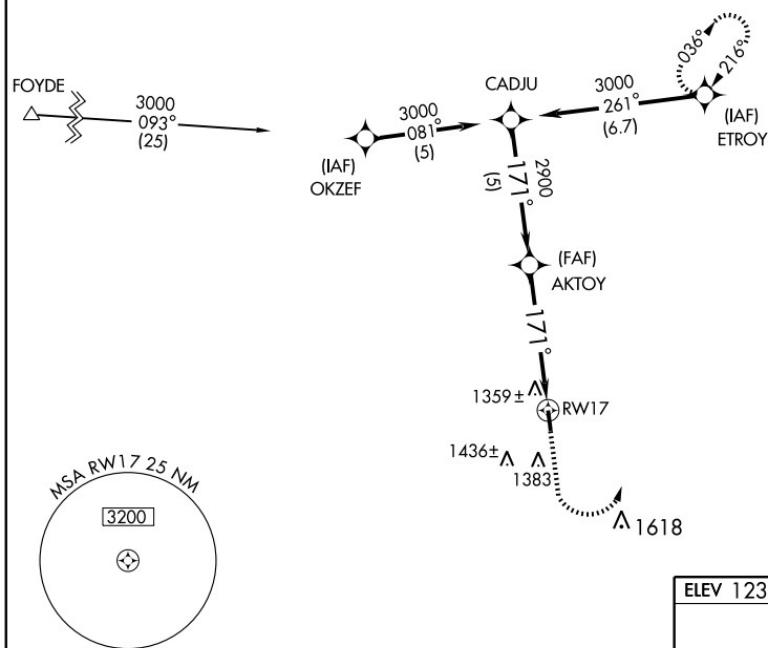
APP CRS 171°	Rwy Idg 4248 TDZE 1232 Apt Elev 1232
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▼ Obtain local altimeter setting on CTAF when not received, use Waterloo altimeter setting.
 ▲ NA Descent angle NA with Waterloo altimeter setting.

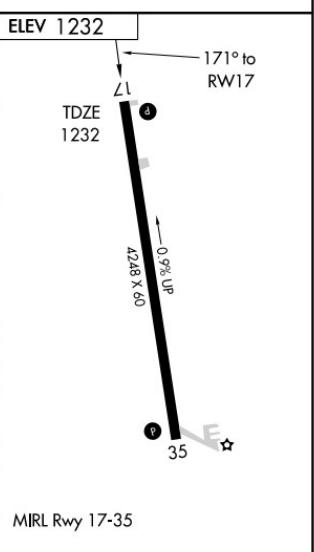
MISSIED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ETROY WP and hold.

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-17		1620-1 388 (400-1)		NA
CIRCLING	1700-1	468 (500-1)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
S-17	1760-1	528 (600-1)	1760-1½ 528 (600-1½)	NA
CIRCLING	1840-1	608 (700-1)	1840-1¾ 608 (700-1¾)	NA



GPS RWY 35

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

APP CRS **Rwy Idg** **4248**
351° **TDZE** **1231**
Apt Elev **1232**

T Obtain local altimeter setting on CTAF when not received, use Waterloo altimeter setting.
A NA Descent angle NA with Waterloo altimeter setting.

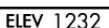
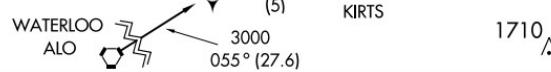
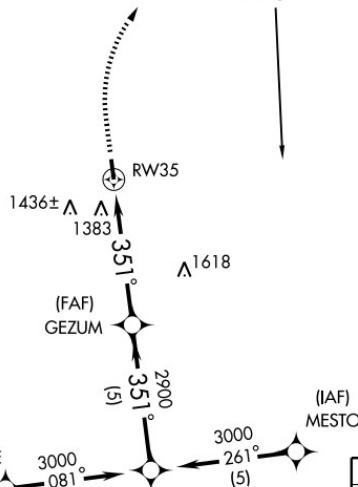
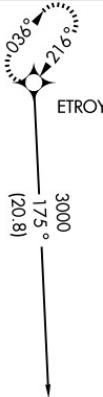
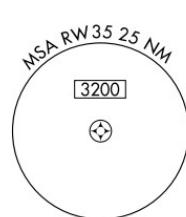
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct ETROY WP and hold.

MINNEAPOLIS CENTER

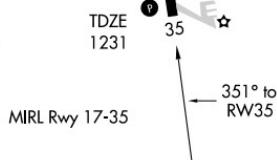
118.85

UNICOM

122.8 (CTAF) L



CATEGORY	5 NM		5 NM	
	A	B	C	D
S-35	1640-1	409 (500-1)	1640-1½ 409 (500-1½)	NA
CIRCLING	1700-1	468 (500-1)	1700-1½ 468 (500-1½)	NA
WATERLOO ALTIMETER SETTING MINIMUMS				
S-35	1780-1	549 (600-1)	1780-1½ 549 (600-1½)	NA
CIRCLING	1840-1	608 (700-1)	1840-1¾ 608 (700-1¾)	NA



WEST UNION, IOWA

AL-6441 (FAA)

VOR/DME or GPS-A

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

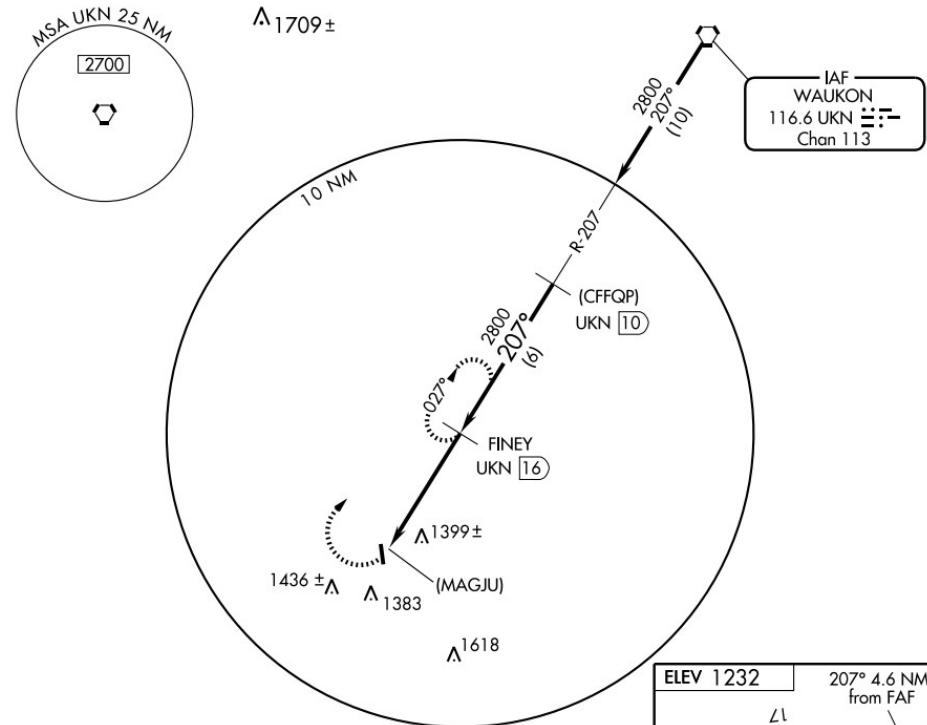
VORTAC UKN 116.6 Chan 113	APP CRS 207°	Rwy Idg TDZE Apt Elev	NA NA 1232
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T Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting.

MISSED APPROACH: Climb to 2800, then right turn via UKN R-207 to FINEY 16 DME and hold.

MINNEAPOLIS CENTER
118.85

**UNICOM
122.8 (CTAF) ①**



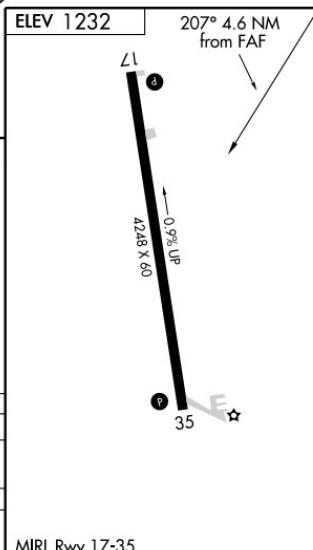
Flight Plan Diagram:

- Leg 1:** FINNEY → UKN R-207
- Leg 2:** UKN R-207 → FINNEY (via UKN 16 DME)
- Leg 3:** FINNEY → (CFFQP) via UKN 10

Turn NA (Procedure Turn) is indicated at the end of Leg 2.

MAGJU point is located on the route between FINNEY and UKN R-207, at 20.6 DME.

WIND: 2800 at 207°



CATEGORY	A	B	C	D
CIRCLING	1700-1 168 (500-1)	1700-1½ 168 (500-1½)	1700-1½ 168 (500-1½)	NA

WATERBLOQ ALTIMETER SETTING MINIMUMS

WATERLOO ALTIMETER SETTING MINIMUMS				
CIRCLING	1840-1 608 (700-1)	1840-1¼ 608 (700-1¼)	1840-1¾ 608 (700- 1¾)	NA

